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# Hongkong Sunday Herald.

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號二十月六

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HONG KONG, SUNDAY, JUNE 22, 1930.

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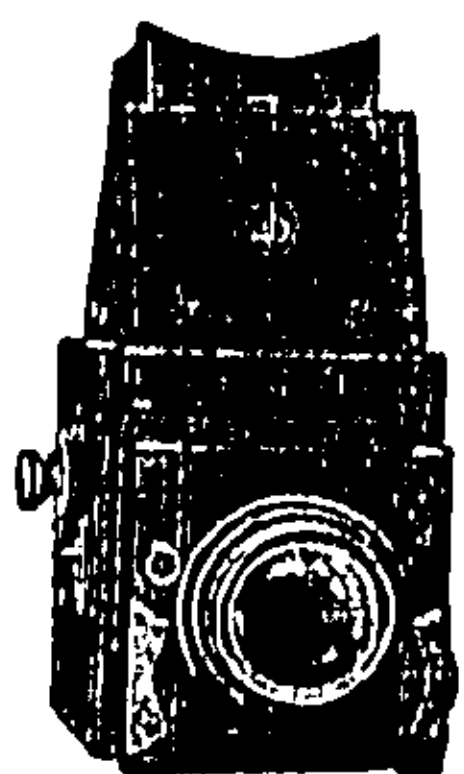
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## A Beneficial Result of Good Whisky.

A police friend reports the following instance of the beneficial properties of Whisky. In response to a recent telephone call regarding a burglarious entry into a high class residence, he found the resident in a much happier state than might well be expected. The reason was that although a quantity of plate had been removed, a number of trophies and valuables of a sentimental nature, although gathered together for removal, had been left behind with the following note: "Your Whisky was so good and satisfying that I have only taken articles which I think have no great sentimental value for you. For this thank your Whisky.—Bill Sikes."

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## CIVIL WAR.

### Heavy Fighting Resumed in Shantung.

#### CAPTURE OF TSI-NING.

(From Our Own Correspondent.)  
Shanghai, Last Night.

Heavy fighting is again in full swing in Shantung, south of the Yellow River. The Shansi invaders are being engaged in flank attacks by the loyal Government troops in the surrounding districts of Tsinanfu the capital of Shantung.

General Shi Yin-san, of the Northern side, is directing operations in south-western Shantung. According to the latest report, he is making steady advance towards the Tientsin-Pukow Railway and is reported to have definitely captured Tsi-Ning, the terminus of a loopline of the Tientsin-Pukow Railway.

#### Ironsides' Plans.

Shanghai, Last Night.

After being forced to abandon Changsha, the capital of Hunan, the Kwangsi-Ironsides are taking steps to deal with the Nanking troops. The whereabouts of their main bodies is difficult to be ascertained. It is apparent, however, that the Ironsides are making efforts to push their way into Kwangsi Province. According to a report from military sources the Ironsides fought desperately with the loyal Nanking troops at Liling, a city near the Kwangsi border, yesterday, the upshot being unknown. As to the Kwangsi troops, they are reported to be concentrating to put up resistance to the Cantonese forces in southern Hunan.

#### Huge Enemy Force.

Being faced with a huge enemy force in Northern Hunan, coupled with their rear being disturbed, they would likely consider it as a life and death policy to establish their position in Kwangsi where they would be able to establish contact with some Nanking defectors in the south of the province.

#### Forced Retreat.

Hankow, Friday.

General Hsu Yuan-chuan, Commander of the 48th and 53rd National Divisions, being heavily pressed on June 15 by the Kuomintang at Yencheng, was forced to retreat to the southern bank of Lulho. In the evening, he expressed his willingness to join the enemy; meanwhile, Feng Yuhsiang sent a delegate from the northern bank to meet him, appointing him as C-in-C. of the 18th Route Army of the Allied forces and requesting him to circulate a statement denouncing President Chiang Kai-shek. However, as soon as his troops were sufficiently recuperated, Hsu immediately launched a surprise attack on the Kuomintang under Pang Peng-shan, on the northern bank, who were completely routed by the unexpected onslaught. It is intimated that General Hsu's surrender to the Kuomintang was done only in an emergency, and that he did not efficiently assume the rebel command, as indeed he had never entertained any thought of joining the enemy at all.

#### The Shantung Situation.

In a wire to Nanking on the 19th, General Han Fu-chu stated that the Shansi-ites attempted to cross the Yellow River on June 17, in nine boats fully loaded with troops; and that they were allowed to approach within 50 metres of the southern bank when he gave order for a simultaneous bombardment by the artillery and machine guns, with the result that all the boats were sunk and the troops either killed or drowned.

General Ma Hsiung-kuo issued the order of general attack on June 20 against the enemy in three directions from Pingyin, Tung-shao and Feicheng. General Ma commanding the main body

## BOATING TRAGEDY.

### Magistrate and Three Children Drowned.

#### TRAPPED IN CABIN.

Mother Sees Her Child Sink in  
Terrific Gale.

Port Moresby (New Guinea),  
Yesterday.

A terrible tragedy has occurred in the harbour off here today.

Mr. Berge, the Resident Magistrate of Papua, was taking a trip in his private motor launch, together with Mrs. Berge and their four children.

Without warning a terrific gale suddenly sprang up and the boat capsized. Mr. Berge, eleven natives who acted as part of the crew, and three children, were drowned, being swept away from the upturned boat by the huge waves. The children were in the cabin when the gale struck the boat. Their bodies have not been recovered.

#### Mother's Grim Fight.

Mrs. Berge managed to scramble on to a floating hatch cover and, with the assistance of some natives, dragged her fourth child out of the water. Finally a terrific wave wrenched the child from her grasp.

Thoroughly exhausted, the bereaved mother desperately clinging on to the raft for a further five hours, battered by wind and waves, and eventually was driven on to the shore. Twelve natives managed to reach land in safety.—Reuter.

will advance from Feicheng. Serious fighting is now in progress.

#### Decisions of State Council.

At the 81st meeting of the State Council, presided by Tan Yen-kai and attended by Hu Han-min, Lin Sen, Chu Pui-teh, Tai Kwei-tao, Wang Chung-hui and Sun Fo, the following resolutions were adopted:—

1. That General Lu Hsin-pang, the 2nd Fokien Divisional Commander be dismissed and a warrant for his arrest be issued;
2. That Hu Yoh-yu be appointed Mayor of the Tsinanfu Special Municipality vice Kao Ching-yin, resigned;
3. That a mandate be issued to compensate the family of General Lui Woon-yin, late chairman of Kwangsi, deceased.

#### The Hunan Situation.

General Ho Ying-ching left Hankow on June 19 by the s.s. Wan Wo for Changsha, via Yenchow, where he remained for one night to meet Admiral Chen Shao-kuan and to summon other generals at the front for a military conference. It was decided that the 4th Route (Hunan) Army under General Ho Chien and the 8th Route (Cantonese) Army under C-in-C. Chan Chai-tong are to converge at Liling in pursuit of the retreating enemy. Generals Hsin Tao-yen and Chien Tachan are to advance from Hsiang-ning to Tungshan to attack his rank; while General Tan Tao-yuan of the 50th Division (5th Route Army) to remain at Tienan, in order to prevent his penetration into the Nanchang-Kiukiang line.

#### The Line Held.

The two Cantonese divisions under General Chiang Kwong-nel and Tsai Ting-kai are now holding the line from Yihai to Liling, depriving the enemy of the transportation facilities on the Chuchow-Pinghsiang line.

The 63rd Division under Li Yang-king are stationed in Hengchow, Hsiang-ling and Lailung areas, supporting the advance of the 60th and 61st Divisions of the 8th Route Army. To facilitate the direction of operations, the H.Q. of General Chan Chai-tong will be established at Chuchow. The new Training Brigade under Wong Yam-wan are making rapid advance to the eastern sector of Hunan, with the object of forming a junction with the Cantonese vanguard. General Chan Chai-tong is reported to have arrived yesterday at Yichang, in southern Hunan.—Canton News Agency.

## TIENTSIN CUSTOMS.

### Britons Involved in Puzzling Tangle.

#### NO SOLUTION REACHED.

(From Our Own Correspondent.)  
Tientsin, Last Night.

The tug-of-war for the control of the Tientsin Customs between the Northerners and Nanking is being carried to its extreme limits. While Col. F. Hayley-Bell, under the instruction of the Nanking Government, has ordered the closing of the Tientsin Customs for the time being, Mr. Lenox Simpson has also received instructions from Marshal Yen Hsi-shan to the effect that a new Customs office be set up in Tientsin at the earliest possible time and that unless the old staff resume their duties immediately, a new staff should be recruited.

## Things That Matter.

### To-day's Diary.

First Sunday after Trinity.

Summer Solstice (Hsi-chih).

Coronation of His Majesty King George V.

Soldiers' and Sailors' Home.

Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre—"A Song of Kentucky."

Central Theatre—"The Love Parade."

Star Theatre—"Two Arabian Knights."

World Theatre—"Clear the Deck."

Majestic Theatre—"Two Flaming Youths."

Tides—High, 6.03 a.m. and 6.24 p.m.; Low, 12.59 p.m.

Lighting-up Time—7.10 p.m.

Golf—Boxey Pool, Fanling.

Home Mails.

Outward—To-morrow via Siberia (President Lincoln).

The Dollar.

Yesterday's closing rate for the dollar on demand was 1/3-1/4.

## YOUNG STRIBLING.

### Victory Over Von Porat in First Round.

#### TO MEET PHIL SCOT.

Chicago, Yesterday.

In a 10-rounds contest here today, Young Stribling, who is shortly to meet Phil Scott in London, knocked out the Norwegian, Von Porat, in the first round.—Reuter.

## YOUNG LOAN.

### Swiss Portion Already Over-Subscribed.

Berne, Yesterday.

The Swiss portion of the Young Plan Reparation Loan, namely 74,000,000 Swiss francs, has been over-subscribed.—Reuter.

## EGYPT'S POLITICS.

### Cabinet to End Session of Parliament.

Cairo, Yesterday.

It is learnt that the Cabinet has decided to terminate the present session of Parliament.—Reuter.

## RUGBY "TEST"

### British Tourists Win in New Zealand.

Dunedin, N.Z., Yesterday.

In the first Rugby Test game, the British touring team beat New Zealand by 6 points to 5.

## RIOTS IN BOMBAY.

### Police Charge a Crowd of 50,000.

#### EXCITING SCENES.

Congress Leader Reviews  
Revolutionary Forces.

Bombay, Yesterday.

Turbulent scenes were again enacted in Bombay to-day, resulting in conflicts with the Police and some bloodshed.

Numerous spectators, not all followers of the Gandhi movement, had foregathered in expectation of exciting scenes at the review of the so-called Nationalist Militia Volunteer Force by the Congress leader, Motilal Nehru. The crowd refusing to disperse, the Police were obliged to draw their lathis and make a charge. Numbers of people were injured, and 35 had to be removed to hospital for treatment.

When order was more or less restored the Police withdrew, and the 50,000 volunteers and spectators flocked back to Maidan.

#### Police Charge Again.

Bombay, Later.

The Police returned and charged when the volunteers again attempted to carry out their programme. Altogether over 200 were sent to hospital. Motilal Nehru remained on the spot throughout until the crowd had dispersed.—Reuter.

## WAR ON BANDITS.

### Troops and Gunboats Sent Against Them.

#### FATHER KING FREED.

Canton, Yesterday.

Upon receipt of intelligence to the effect that the heads of the notorious "Kai Hung Tong", "Lung Wai Tong" and "Shun Ying Tong" and several hundred bandits are concentrating at Man On Wai, opposite Sha Wan, in the Panyu magistracy, the Bureau of Public Safety detailed 200 members of the "Pao An" corps, accompanied by the gun-boats Kong Ku, Fee Pang, Hoi Fo, Siu Kong, Pao An, Sai Hing and Yuet Hing, to proceed at 10 p.m. on June 18 to the village in question.

At 9.30 a.m. on the following day, they came in contact with a portion of the gangs; but the main body fled upon learning of the arrival of the Government forces. Six bandits were killed, two captured and several seriously wounded, while three persons held by the bandits for ransom were released.

Father King, of Singyangchow Catholic Church, was delivered from the bandits on June 19 by the Government troops.—Canton News Agency.

## FREE TRAVEL.

### Japanese Forgets to Pay His Passage.

#### THREE MANILA STOWAWAYS

Mr. Whyte-Smith, at the Kowloon Magistracy yesterday, imposed the maximum penalty of \$50 or one month's hard labour in default, on a Japanese named Makiura Kumezo (25) who pleaded guilty to arriving in Hong Kong on the Dollar Line steamship President Cleveland without paying for a passage from Shanghai. Defendant stated he stayed in Shanghai for five months and found it hard to make a living, so he wanted to go to a foreign land. A similar penalty was given to three Filipinos named Jose Ollego, (17), Pamaso Munoz (18), and A. Serrano (20), who stowed away from Manila to this port on the American steamer Golden Hind. It was stated that the Japanese was found hiding in a lifeboat. In the second case, two of the Filipinos were discovered in the No. 1 hold, while a third came out of the engine room.

## WEI-HAI-WEI.

### To Be Utilised by China As a Naval Base.

#### COMMISSION APPOINTED.

(From Our Own Correspondent.)  
Shanghai, Last Night.

The Nanking Government is contemplating the establishment of a modern naval base at Wei-hai-wei. The Central Political Committee has instructed the Ministry of Navy to appoint a special Commission to take charge of the working out of a detailed plan.

#### Staff Resume Work.

Peking, Last Night.

Chu Ao-hsiang issued a statement this evening to the effect that the Tientsin Customs had resumed work this morning. The majority of the Customs staff had returned to work and vacancies have been filled from the different local government departments. Duties are being collected as usual.—Reuter.

## ILLICIT WINE.

### Seizure on Cargo Junk.

#### HEAVY FINES IMPOSED.

The discovery of 408 gallons of Chinese spirits of wine and over four hundred false Government labels on a cargo junk, on the night of June 11, formed the subject of a case which came before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning. Three Chinese on the craft appeared on various charges connected with the seizure. Mr. H. Allan Taylor, Government Monopoly Analyst appeared for the prosecution.

After the case had been outlined, Revenue Officer R. L. Powell was called to give evidence of the capture. He said that he boarded a sampan at Yumant on the date in question and proceeded to a place between Yumant and Shamshulpo, where the defendants' junk was pointed out to him. He remained about forty yards from the junk until midnight, when it went into midstream to a point near Stonecutters.

The junk anchored there, and later a Hoklo boat came alongside and it passed over, what looked like 120 jars. Sampans also took off jars, after which the junk went towards Sheng Shui, eventually making fast at the new reclamation at Shamshulpo.

#### Caught Red Handed.

Later, witness boarded the craft and found one of the defendants sitting with his hands on a bundle of papers, which were later found to be false labels.

Witness proceeded to search the junk, and the first defendant volunteered information that there were 100 jars of wine aboard.

Witness described where he found the contraband. Some of it was adulterated, and warm. In the centre of the junk was an iron tub, where two gallons of spirit of wine had been freshly mixed. Boats it were two brass dippers and a funnel.

The first defendant would give no information, and when second defendant was asked what she had thrown overboard she accused one of the searchers of the theft of money and jewellery. All the folks were searched in her presence, but her statement was not verified.

Wine From Macao. There were 265 counterfeit labels, which Mr. Taylor said were "very well done" with the exception that the spaces between the numbers differed from the genuine Government ones. Mr. Taylor pointed out that probably the wine came in bulk from Macao, not from China.

His Worship said that he would convict first defendant on the charge concerning the labels, and the other for possession of wine.

Mr. Taylor pointed out that the duty on that amount of wine was in the region of \$4,000, and he would ask for its confiscation, also the confiscation of the junk.

His Worship agreed, and imposed a fine of \$1,000 with the alternative of six months' hard labour on the first two defendants, the third being discharged.

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## COMMERCE &amp; FINANCE

LANE CRAWFORD'S  
MEETING.YEAR'S WORKING NOT  
UNSATISFACTORY.

## RESTAURANT POPULAR.

At the annual meeting of Messrs. Lane Crawford, Limited, held yesterday, the Chairman, Mr. M. Manik, mentioned that subject to approval by the shareholders, arrangements had been entered into for the purchase of Exchange Building from the Hong Kong Realty and Trust Company Ltd.

As regards the year's working, the report placed before the meeting would show that it had not been entirely satisfactory, considering the depressed state of business, and the exchange situation. The company's restaurant, fully maintained its popularity, and business was steadily increasing.

The company's kiosk at Repulse Bay was also doing very well, and a licence had been obtained for the sale of alcoholic liquors with meals.

Chairman's Speech.

In proposing the adoption of the Report and Accounts, the Chairman said:—

Gentlemen,—In dealing with the accounts, you will notice that the net result of our working shows a profit of \$42,023.45 as compared with \$23,102.85 for the previous year, and a loss of \$11,027.74 for the year preceding the last.

You will also notice an item at the debit of Profit and Loss Accounts under the heading of "Exchange"; this sum, viz: \$1,669.78, represents the adjustment of sterling accounts current between our office here and our London Agents.

Repairs and renewals show a decrease as compared with last year. This is accounted for, to a considerable extent, by the fact that sundry repairs and renewals have been debited this year to Working Account.

Bad and Doubtful Debts.

I informed you last year that the reserve for bad and doubtful debts, namely \$3,000, which was then created was considered by your Directors to be ample, and you will notice that the amount to be written off this year is \$2,340.19. It is proposed that in addition to the \$3,000 already standing to the reserve for bad and doubtful debts, the further sum of \$5,000 be added thereto, and I am sure you will agree with the policy of your Directors in this regard. It is a matter for congratulation that the writing off and reserve necessary are so small, considering the magnitude and nature of the Company's business.

No Investment Return.

It is regretted that our investments have not given us any return this year. This, however, should not be taken as meaning that these investments have depreciated. I would assure you that our investments are fully worth the amount at which they stand in the books of the Company.

Conservative Policy.

Turning to the balance sheet. Apart from the item "Investment" which has already been referred to, the only explanation necessary is in

the motion was seconded by Mr. F. W. Stapleton, and carried unanimously.

Mr. E. M. Raymond, the retiring director, was re-elected on the proposal of Mr. C. B. Brown, seconded by Mr. D. K. Khanna.

Messrs. Linatend and Davis were re-elected auditors, upon the motion of Mr. D. M. Goodall, seconded by Chan Nai-pun.

Supporting the Chairman were Messrs. J. P. Warren, E. A. B. Stewart, T. E. Pearce, and A. H. Stewart (Directors), together with Mr. S. J. Jordan (manager) and Mr. W. Brown (secretary).

Shareholders present were Messrs. C. B. Brown, H. W. Randall, F. W. Stapleton, D. M. Goodall, H. R. L. Dowling, D. K. Khanna, and Chan Nai-pun.

The C.P.S. R.M.S. Empress of Asia arrived at Manila on June 19 (Thurs.) at 8 a.m., leaves Manila on June 20 (Fri.) at 4 p.m., and is due at Hong Kong on June 22 (Sun.) at 7 a.m.

The C.P.S. R.M.S. Empress of Asia, Capt. L. D. Douglas, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagsack, Kobe and Yokohama at noon on June 25 (Wednesday).

The C.P.S. R.M.S. Empress of Canada arrived at Honolulu on June 18 (Wed.) at 6 a.m., left

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## LOCAL SHARES.

## Benjamin and Potts' Weekly Report

Messrs. Benjamin & Potts, local share and general brokers, in their weekly share report, dated Friday, state:—

During the period under review the local market has remained fairly steady and with few exceptions prices show a firmer tendency, which, coming on the eve of the settlement, points to a more active market in the future.

Banks.—The steady drop in the London quotation to £105 (Middle) had adversely affected the price of Hong Kong and Shanghai Banks and they were sold locally at \$1,500.

Marine and Fire Insurances.—Unions were also on the weak side with sales made down to \$450. Hong Kong, Fires are required for at \$955 and China Fires at \$400, while Canton has remained steady at \$950.

Shipping.—Douglas Steamships have formed up to a buying quotation of \$24. Hong Kong, Canton and Macao Steamships are on offer at \$26, and Waterboats at \$32.

Docks, Wharves and Godowns.—Kowloon Wharves changed hands at \$172½. A small decline has occurred in Whampoa Docks at \$39. China Providents were also lower and were placed at \$5.45. Hongkong Wharves are wanted at \$15.25.

New Engineering works were done at \$17½ but have since lapsed to a nominal quotation.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels have been the medium of a fair turnover at \$12/12½. Hong Kong Lands were put through at \$83½ to \$85½, and have further buyers at the latter figure. Humphreys Estates have remained steady at \$16.60. Realties have receded to \$10½. Shanghai Lands continue in request at \$15.25.

Public Utilities.—Hong Kong Trams have had transactions at \$20.20 and continue in demand at the latter price. Hong Kong Electric have been dealt in at \$78½ and \$79. Star Ferries have weakened and were booked at \$83½. There are buyers of China Lights (Old) at \$27½ after sales at \$28. Telephones fetched \$17.60. Peak Trams (Old) are wanted at \$11½ ex the dividend recently paid.

Miscellaneous.—Green Island Cements (Combined) have continued in good demand and were negotiated to a fair extent at improved prices up to \$18.35. Dairy Farms were dealt in at \$25½ to \$26. Watsons changed hands at \$11½. Hong Kong Ropes have shown renewed strength and closed with buyers at \$9.60. Lane Crawford are to be had at \$23½ ex the final dividend of 1½d. just paid.

Cotton Mills.—Ewes were realised again at \$15.1½. Shanghai Cotton are quiet, but steady at \$15.86.

Rubbers.—With Rubber down to 5.15-16 per pound, further weakness has set in, and the following are the latest prices received by cable from Shanghai:—

Buyers Tls.  
Anglo-Javas ..... 6.25  
Anglo-Dutch ..... 3.50  
Batu Anams ..... 0.75  
Chemors ..... 1.20  
Consolidateds ..... 2.25  
Kroewocks ..... 1.20  
Repals ..... 1.20  
Tannah Merahs ..... 1.00  
Tebongs ..... 1.75  
Ziangbes ..... 5.50

Exchange.—The T.T. rate on London is 1/3½ and on Shanghai 83.

Forward Settlement Days.—July 29 and August 26.

TENDERS ACCEPTED.

The following tenders have been accepted by the Government:—

Messrs. Sang Lee & Co. \$9,800. for the erection of a new transmission block at Cape d'Aguilar.

The Tai Kok Dockyard & Engineering Co. of Hong Kong, Ltd., \$4,300 for the supply of two "A" class buoys.

Messrs. Kwong Wo Co. for Kowloon Quarry No. 1 at the annual rental of \$2,550.

Messrs. Yau Kee for Kowloon Quarry No. 2 at the annual rental of \$4,500.

Messrs. Wong Sum-kee for Kowloon Quarry No. 4 at the annual rental of \$1,110.

Messrs. Wong Wing Wo Tong for Kowloon Quarry No. 5 at the annual rental of \$1,255.

Messrs. Kwong Wo Co. for Kowloon Quarry No. 6 at the annual rental of \$1,600.

Messrs. Fat Kee for New Kowloon Quarry No. 1 at the annual rental of \$875.

Honolulu on June 18 (Wed.) at 6 p.m., and is due at Hong Kong on July 2.



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Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

## HONG KONG—MACAO LINE.

Sailings from Hong Kong: Daily at 8 a.m. & 4 p.m. (Sundays Excepted.)  
Sailings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

CURTAINED SERVICE.—On TUESDAY, the 24th June and WEDNESDAY, the 25th June, SAILINGS at 8 a.m. From MACAO and 4 p.m. From HONG KONG only.

## EXCURSION TO MACAO.

SUNDAY, 22nd June.

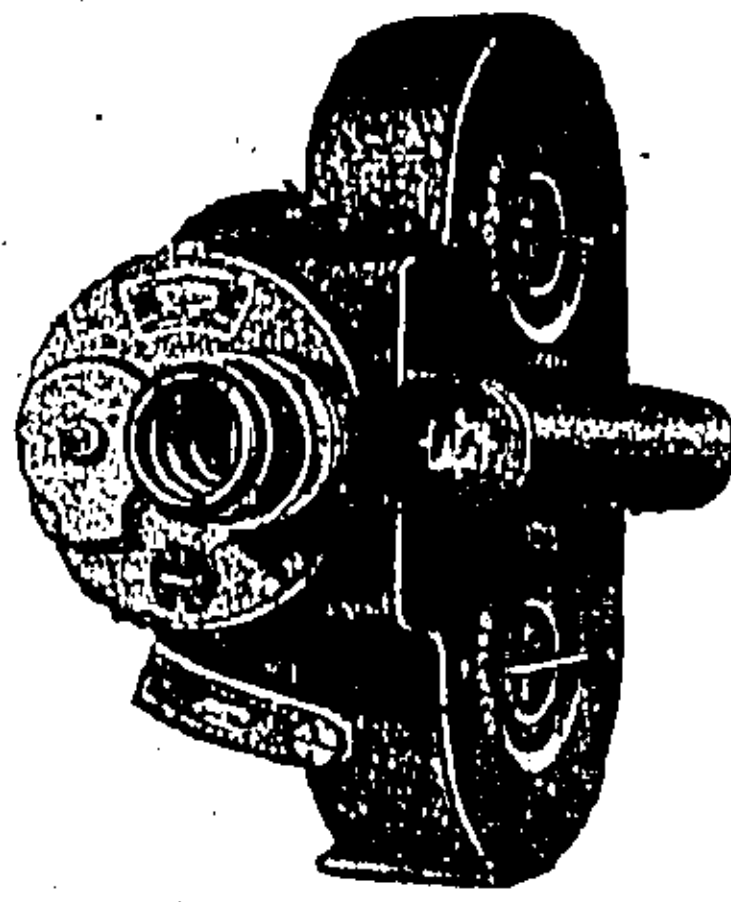
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Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

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## HOME SPORT

### FOOTBALL

#### Law Reforms.

One of the most sensible reforms proposed in football law for some seasons comes before the Football Association at their annual general meeting. This relates to the rule concerning throws-in. A "foul throw" is nine times out of ten an accident, and at any time merely a technical infringement. To penalise it with a free kick has always seemed to be unjust. The Irish F.A. are proposing that in the event of a foul throw the opposing side shall throw the ball in again. The Welsh F.A. are in agreement, but suggest that, in the event of a second throw, the opposing side shall keep 15 yards away from the touch-line. They also think that a foul throw a second time—that is, by the second half-back to take it—shall be penalised with a free kick. The Arsenal and Huddersfield both want to alter rule 41, which deals with the penalties incurred by players and clubs refusing, without good cause, to accept invitations to play in internationals. They would make it obligatory for a player to accept only when the match is played in mid-week. This rule is quite unlikely to be altered.

### RUGBY FOOTBALL

#### Huddersfield Win Championship.

At Halifax, before 20,000 spectators, Huddersfield won the Rugby League championship by beating Leeds by two goals and two tries to nothing. During the first half Huddersfield dominated the game, and not once were Leeds dangerous. The Huddersfield forwards were brilliant, and their half-backs, Spencer and Thompson, were greatly superior to Adams and Williams. Thompson and Parker scored tries for Huddersfield, the first coming in the opening ten minutes, and Stocks kicked two goals. The Huddersfield tackling was excellent. The second half was almost a replica of the first. Play was nearly always in favour of Huddersfield, but there was no further scoring. Leeds, who lost Williams after half an hour in the second half, were thoroughly outplayed.

#### "Foul Play" Reports.

The report which has been circulated that the International Board is likely to inquire into the matter of rough and foul play during the Franco-Welsh Rugby match is without foundation. For one thing, the International Board has no jurisdiction whatever over French Rugby. It is concerned only with international football between British unions. The next I.B. meeting is in March, 1931, unless something crops up necessitating an earlier one, and so far there is no word of Wales laying a complaint regarding the "boxing match" on Easter Monday.

Tallantou, the French International three-quarter, will play no more Rugby. This statement was made following the death of the young player Pradie in the match between Agen against Pau. Tallantou was the man who tackled Pradie.

#### Testimonial to Veteran.

The Welsh Rugby Union has decided to recognise the services of Mr. Horace S. Fyne, of Newport, the president of the W.R.U. for the last 23 years. The scheme is at present in the tentative stage, but all the Rugby clubs in Wales have intimated their willingness to be associated in a national testimonial to Mr. Fyne. Mr. Fyne has been a member of the Welsh Union for 44 years and his work for the game as a whole so valuable that it is felt in Wales that the English, Scottish, and Irish Rugby authorities should be asked whether they wish to identify themselves with the scheme.

#### "Buff" Berry's Death.

The death has occurred in the Manchester Royal Infirmary, at the age of 63, of Mr. John Berry, better known as "Buff" Berry, the former Lancashire and International Rugby Union player. One of the best half-backs in the country in his day, Berry, who was a native of Kendal, in 1890-1 played for Lancashire when they won the county championship, represented the North against the South, and played for England against Ireland, Scotland, and Wales. In the early part of his career he was associated with the famous Kendal Hornets team. His home was at Tyldesley.

### BOXING

The Scott-Sharkey Match. The British Boxing Board of Control has issued the following statement:—

The Stewards of the British Boxing Board of Control met and considered the documents received by them from America in relation to the Scott-Sharkey fight in Miami last February. As the re-

### PICTORIAL GOLF INSTRUCTION

BY H. B. MARTIN

### HERE'S A CURE FOR THE CHRONIC SLICER.

THE BEST TIP TO CURE THE CHRONIC SLICER—PLAY OFF OF THE ADVANCED LEFT FOOT AND MAKE SURE TO FOLLOW THROUGH



If one is a chronic slicer and wishes ready relief without a series of lessons, study the picture here and try to stand in this manner. It will be observed that the left foot is very far advanced, a very exaggerated closed stance. It is impossible for one to slice in this manner if the ball is hit with any force as the club comes to the ball from the inside and finishes on the outside of the line of flight. A weak effort would mean that the ball is merely pushed to the right which would not be a slice at all. One must make sure to follow through and the result will be a hook nine times out of ten. The other try will be a straight ball.

This tip is for the incurable slicer. As one goes on driving this way he should gradually advance his right foot till it is even with the left. If the slice comes back put the right foot back again.

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sult caused considerable discussion a letter has been addressed by the Stewards to the New York State Athletic Commission and National Boxing Association, and all affiliated federations, expressing their dissatisfaction of the conduct of the contest, and supporting the

### RACING

#### Winner of Chester Cup.

All calculations connected with the candidates for the Chester Cup were upset when Mr. H. C. Sutton's five-year-old horse, Mountain Lad, ridden by Lane and trained by Gooch, won by a length and a half from Paul Caret, who was three-quarters of a length in front of Dark Illcock. The winner, who had not previously run in public this season and made all the running, started at 20 to 1 against the second favourite at 13 to 2, and the third, who has several times before run well in this race, was well backed at 100 to 6.

It was a great race, and not the least thrilling part of it was the pluck of the winner, who would not be beaten. A special word of praise is due to the trainer, for a horse requires to be very fit to make all the running in a race of two miles and a quarter and win when the going is dead. Mountain Lad is admirably bred, being by Alan Breck, who should have won the Derby, out of Maid of the Mountains.

#### The Totalisator.

The advent of the totalisator has brought with it a demand, on behalf of the public, that all horses should be ridden out for places. Naturally, many owners are opposed to this, for jockeys in such an event are liable to misinterpret their instructions and hog a beaten horse to death, so that he soon acquires a distaste for racing. With owners who desire to spare their horses one can fully sympathise, but not with the type of man who merely sends an animal to a meeting to "give him an airing" let the handicapper see what a poor performer he is and get his weight down for next time out.

#### Edgar Wallace's Modesty.

Mr. Edgar Wallace, novelist, dramatist, politician, and racehorse owner is also "tipster" for the Star and the Daily Mail. In the latter journal he announced: "From now onward I do not intend making any reference to our own horses. To select them when they do not win is not quite so bad as omitting them when they do—and I have only to say that one of mine has no chance for him to stroll home alone!" Such is the glorious uncertainty of the Turf.

#### An Indian Prince.

Prince Ali-Khan, aged 19, a son of the Aga Khan, had his first mount on a British racecourse when he finished unplaced on Mrs. S. Savile's Cyclone in a mile and a half race at Lewes for amateur riders. Mr. Thackray, on Residue, was first and young Lord Carnarvon, on Sobriety, was second.

British heavyweight's claim for a world's title match.

On the other hand, a telegram from Boston says an emphatic denial of the London report that Jack Sharkey, the American heavyweight, had accepted an offer to fight a return match with Phil Scott, the British champion, in London was made by Sharkey's manager, Buckley. "This is the first I have heard of it," said Mr. Buckley, when told of the report.



OPEN GOLF CHAMPIONSHIP.—The final of the ladies' open golf championship played at Formby, Lancs., on May 16, was won by Miss Dinna Fishwick (North Foreland) who beat Miss Glenna Collett (U.S.A.) by four and three. This was Miss Fishwick's first appearance in this event, although she was runner-up in the English championship last year, and won the girls' championship two years ago for the second time.—(Sport and General).

## 2 sturdy babies



Happy little fellows—full of energy that will make them big fine men. One was fed by his mother—the other on Glaxo. If you cannot feed baby yourself, give him Glaxo which is as easily digested as his mother's milk. Glaxo contains a definite quantity of the vital vitamin D which ensures that baby will have firm flesh, strong bones and sound teeth.

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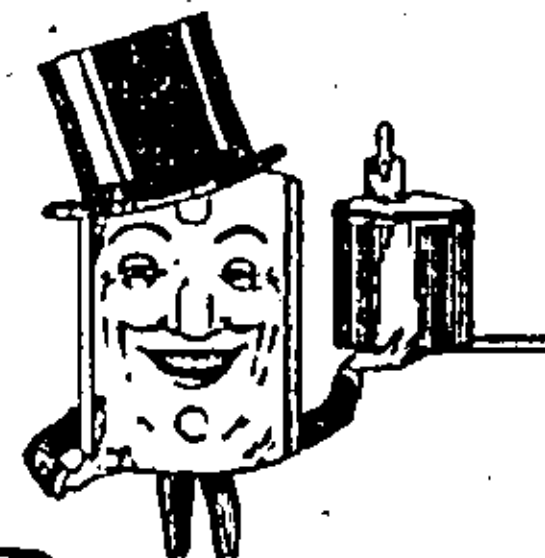
with added vitamin D  
"Builds Bonnie Babies"

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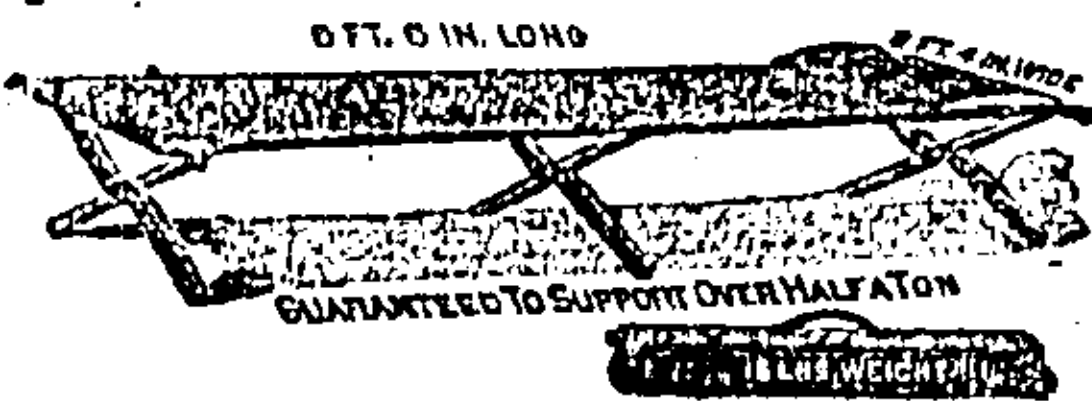
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IS ADVISABLE.

**LANE, CRAWFORD, LTD.**

## LAWN BOWLS.

Close Call for Senior Leaders.

K.C.C.'S INCONSISTENT FORM.

Easy Victories for K.B.G.C. and Yacht Club

By very narrow margins the Craignower C.C. and the Civil Service C.C. leaders in Division I of the Lawn Bowls League, won their fixtures yesterday, at the expense of the Kowloon Dock R.C. and the Tai Koo R.C.

The inconsistent form of the Kowloon C.C. was again in evidence when they lost rather heavily to the Kowloon B.G.C. With the Police R.C. furnishing the opposition, the Club de Recreio had little difficulty in annexing two points.

As expected, the K.B.G.C. and the C.S.C.C. won again in Division II, the former trouncing the Electric R.C. to the tune of 38 shots. The Yacht Club "swamped" the Tai Koo R.C., whilst the Kowloon C.C. narrowly defeated the Craignower C.C.

### League I.

C.C.C. v. KOWLOON DOCK.

At Happy Valley, the Craignower C.C. defeated the Kowloon Dock R.C. by four shots.

Craignower.	Kowloon Dock.
E. Tuck	J. V. Ramsay
A. E. Contes	R. G. Craig
E. el Areulij	G. Henderson
U. M. Omar	F. C. Goodman
(Skip) .... 23	(Skip) .... 19
F. J. Neves	C. Atkinson
M. A. R. Sousa	A. M. Calman
W. Collins	W. Greig
B. W. Bradbury	F. Cullen
(Skip) .... 15	(Skip) .... 24
W. T. Brightman	H. G. Cooper
J. Cavanagh	E. Docherty
C. S. Rossetti	W. Hedley
R. Basa	R. Lapsley
(Skip) .... 23	(Skip) .... 14
61	51

TAIKOO R.C. v. C.S.C.C.

On their own ground, the Tai Koo R.C. lost to the Civil Service C.C. by one shot. Scores:—

Tai Koo R.C.	Civil Service.
J. C. Chalmers	Jas. T. Dobbie
J. C. Polson	L. E. Longbottom
J. Russell	G. Moss
W. Wotherspoon	J. Gregory
(Skip) .... 13	(Skip) .... 17
J. Chapman	E. W. Simmon
T. Grimes	J. Oram
M. Kecknie	J. Hollidge
A. Ferguson	A. W. Grimmitt
(Skip) .... 16	(Skip) .... 21

G. McLend F. Jones

J. Sloan, Jr. S. E. Alderman

J. Laing A. H. Osrick

H. C. Wallace A. O. Brown

(Skip) .... 21 (Skip) .... 13

50 61

K.B.G.C. v. KOWLOON C.C.

On their own ground, the Kowloon B.G.C. defeated the Kowloon C.C. by 20 shots. Scores:—

Bowling Green.	Kowloon C.C.
Chittenden	F. Goodwin
P. T. Farrell	B. Petheram
H. Nish	J. C. Lyle
L. Guy	L. E. Lammert
(Skip) .... 21	(Skip) .... 12
N. Nichol	H. Gittins
West	C. J. Tachei
H. M. H. McTavish	A. Hyde Lay
A. R. Whibley	J. Fraser
(Skip) .... 20	(Skip) .... 23
D. Muir	A. C. Burford
J. McIntosh	J. A. Howe
E. W. L. Hogbin	H. Overy
A. M. Holland	A. E. Silskstone
(Skip) .... 27	(Skip) .... 13
68	48

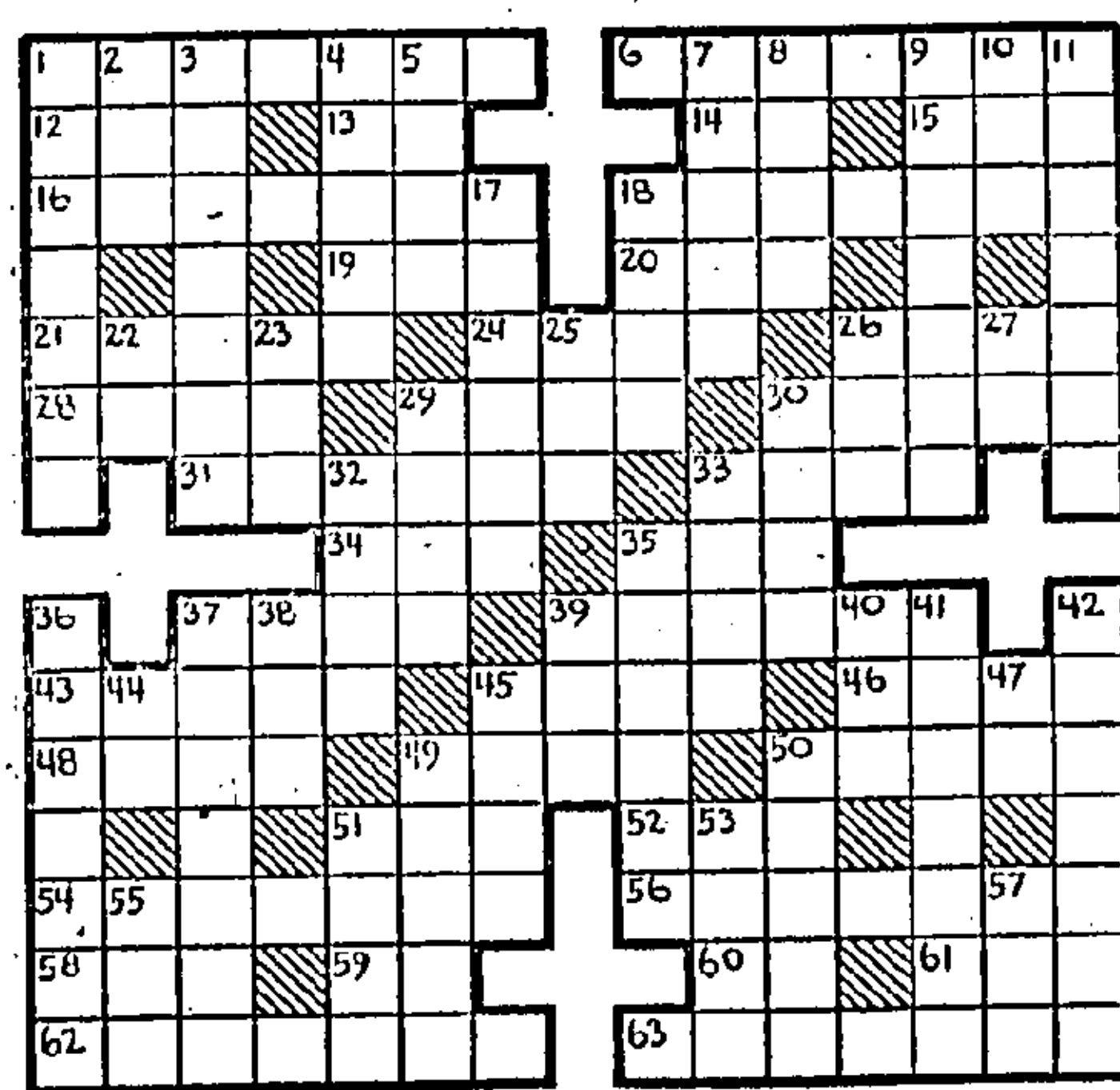
RECREIO v. P.R.C.

At King's Park, the Club de Recreio defeated the Police R.C. by 14 shots. Scores:—

Recreio	Police R.C.
A. S. Gomes	W. McLeod
L. C. R. Sousa	W. McHardy
C. G. Silva	Nolan
R. F. Luz	E. Post
(Skip) .... 29	(Skip) .... 20

## OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plov, and altho.)



### HORIZONTAL

- 1-Scraping
- 6-A city of Canada
- 12-Old name of
- 13-A musical note
- 14-Toward
- 15-An electrified part of
- 16-A city of Spain
- 18-An onion-like vegetable
- 19-Even, contracted
- 20-Possessive pronoun
- 21-A small bay or creek
- 24-At a distance
- 26-A river of Belgium
- 28-Twelve o'clock
- 29-A sea bird
- 30-A Polynesian native of New Zealand
- 31-A sea of N. E. China
- 32-Daybreak
- 34-Shell
- 35-Through
- 37-Cordage made from bark fiber
- 38-Motive
- 43-To join
- 45-A command
- 46-To seize with the teeth
- 48-Excessive anger
- 49-Procure

### HORIZONTAL (Cont.)

- 60-A striped mammal of Asia
- 61-The serpent
- 62-Combining form—equal
- 64-Old World hunting
- 65-Changed
- 66-And not
- 67-East Indies (abbr.)
- 68-Aetate (abbr.)
- 69-Wrath
- 70-Hot springs that spout water or mud
- 83-Inhabitants of Lydia

### VERTICAL (Cont.)

- 22-Negative (abbr.)
- 23-Compass point
- 26-Not many
- 27-To steer a ship wildly
- 27-An ending of nouns
- 29-Thin, flat, narrow piece of wood
- 30-One of the planets
- 32-To mislay
- 33-Lifeless
- 35-A country of Asia
- 36-One-eighth of a mile
- 37-Fanaticism
- 38-Consumed
- 39-Doccy
- 40-Japanese woman's eash
- 41-British territory in W. Africa
- 42-Ridiculous
- 44-Chemical symbol for sodium
- 45-To estrange from former habits
- 47-Symbol for tellurium
- 48-The white of an egg
- 50-Carried (colloq.)
- 51-To the lee side
- 52-To kill
- 55-Fish eggs
- 57-Eagle

F. Machado  
H. A. Alves  
L. Gutierrez  
C. E. Marques  
(Skip) .... 23  
E. L. Barros  
C. M. S. Alves  
C. A. Lopes  
A. Ribeiro  
(Skip) .... 20

W. Dall  
Johnson  
J. C. S. Fender  
G. Hargreaves  
(Skip) .... 17  
W. Glendinning  
G. Alexander  
R. Marks  
J. C. West  
(Skip) .... 21

### League II.

ELECTRIC R.C. v. K.B.G.C.

At North Point, the Electric R.C. lost to the Kowloon B.G.C. by 38 shots. Scores:—

Bowling Green.	Kowloon B.G.C.
Shepherd	W. A. Hale
Flegg	A. W. E. Davidson
(Skip) .... 27	(Skip) .... 17
W. Stoker	C. Chambers
H. S. Jones	G. Thompson
F. F. Duckworth	H. Rose
H. Hatch	W. S. Drake
(Skip) .... 6	(Skip) .... 39
T. P. Saunders	Stoneham
G. T. Padgett	E. Kern
L. S. Hill	L. Rapley
W. H. B. Musket	G. E. Roylance
(Skip) .... 13	(Skip) .... 28
46	84

C.S.C.C. v. RECREIO.

At Happy Valley, the Civil Service C.C. defeated the Club de Recreio by 17 shots. Scores:—

Civil Service.	Club de Recreio.
P. E. Knight	M. Baptista
H. Westlake	J. M. Alves
F. L. Holland	R. Roberts
W. E. Hollands	A. E. S. Alves
(Skip) .... 19	(Skip) .... 21
L. R. Whant	R. A. Basto
W. J. Blackford	J. M. S. Rosario
J. W. Massey	A. K. Soares
J. R. Archibald	H. B. Basto
(Skip) .... 26	(Skip) .... 12
T. Lalng	F. V. Ribeiro
B. R. Wood	L. A. Rocha
H. R. Holman	E. M. Remedios
F. H. W. Haynes	F. X. Silva
(Skip) .... 24	(Skip) .... 19
69	62

YACHT CLUB v. T.R.C.

On their own ground, the Royal H.K. Yacht Club defeated the Tai Koo R.C. by 35 shots. Scores:—

Yacht Club.	Tai Koo R.C.
E. B. Reed	T. Swan
A. T. Hamilton	K. McIntyre
B. E. Maughan	S. Amery
A. Chapman	D. C. Walmaley
(Skip) .... 18	(Skip) .... 20
A. Stevenson	W. Cunningham
S. Deacon	W. Brown
P. W. Ramsay	J. Whyte
A. Macfarlane	G. H. Stewart
(Skip) .... 39	(Skip) .... 6
L. S. Greenhill	W. Bell
A. Murdoch	T. Stainton
E. W. Carpenter	D. Munro
A. L. Shields	R. K. Duncan
(Skip) .... 15	(Skip) .... 12
72	37

KOWLOON C.C. v. C.C.C.

On their own ground, the Kowloon C.C. defeated the Craignower C.C. by two shots. Scores:—

Kowloon C.C.	Craignower.
W. Bowrowman	Langenstrasse
A. J. Kew	F. K. Modl
W. Hyde	A. L. do Sousa
V. C. Labrum	W. V. Field
(Skip) .... 21	(Skip) .... 16
O. B. Raven	Finner
L. Jack	W. R. McBride
F. E. Lawrence	E. Zimmern
J. M. Jack	Carr
(Skip) .... 19	(Skip) .... 20
T. W. Carr	D. K. Kharas
E. C. Fincher	P. Dixon
J. P. Robinson	R. C. Reed
I. J. Blackburn	W. Gill
(Skip) .... 19	(Skip) .... 21
59	57

### LEAGUE TABLES.

The positions in the League to date are:—

Division I.	P.	W.	D.	L.	Pts.
Craignower C.C.	7	6	0	1	12
Civil Service C.C.	7	6	0	1	12
Club de Recreio	6	3	1	2	7
Tai Koo R.C.	7	3	1	3	7
Kowloon B.G.C.	6	3	0	3	6
Kowloon C.C.	7	3	0	4	6
Kowloon D.R.C.	7	2	0	5	4
Police R.C.	7	0	0	7	0

Shots For and Against.	For Agt.	Up Dn.
Craignower C.C.	410	347
Tai Koo R.C.	410	357
Civil Service C.C.	421	381
Club de Recreio	377	345
Kowloon B.G.C.	420	401
Kowloon C.C.	351	340
Police R.C.	421	453
	328	623

Division II.	P.	W.	D.	L.	Pts.
Kowloon B.G.C.	7	7	0	0	14
Civil Service C.C.	7	7	0	0	14
Yacht Club	6	4	0	2	8
Club de Recreio	7	3	0	4	6
Kowloon C.C.	7	3	0	4	6
Tai Koo R.C.	6	1	0	5	2
Electric R.C.	7	1	0	6	2
Craignower C.C.	7	1	0	6	2

Shots For and Against.	For Agt.	Up Dn.
Kowloon B.G.C.	500	347
Civil Service C.C.	485	393
Yacht Club	395	324
Club de Recreio	413	417
Kowloon C.C.	403	437
Tai Koo R.C.	375	392
Electric R.C.	372	458
Craignower C.C.	372	484

## FOOTBALL.

### Annual Report of the Association.

SUNDAY HERALD CUP.

The Annual report of the Football Association for the year ended May 31, 1930.

The Council have pleasure in presenting the annual report and balance sheet for the year ended May 31, 1930.

**Council.**  
Your Council met on 15 occasions during the year for the transaction of Association business. During the year Messrs. R. Hall, F. T. James and J. Rodger resigned upon leaving the Colony on home leave and Messrs. H. M. McTavish, T. G. Stokes and R. A. Silva were elected to fill the vacancies. Owing to pressure of business Mr. Silva resigned without attending a meeting, the year being then nearly at an end and the vacancy was not filled. Mr. Ormiston was elected Chairman of Council in succession to Mr. Hall.

**Appeals Board.**  
It was not necessary for the Appeals Board on meet during the year.

**Referees' Committee.**  
Your Referees' Committee met regularly twice a week to appoint Referees to various matches and also met twice to examine candidates.

**Emergency Committee.**  
The Emergency Committee held 11 meetings to decide matters of importance, principally to hear cases of misconduct by players.

**Lah Wah Cup Competition.**  
This Competition was again a success and the Civilian are to be congratulated on once more winning the trophy.

**Sunday Herald Charity Cup Competition.**  
Various Charities in the Colony will again benefit from the Competition, \$4,400 being available for distribution. During the five years that this competition has been running over \$30,000 has been distributed to Charities. The Chinese are to be congratulated on having won this Cup for the first time.

**Shield Competitions.**  
The Senior Shield was won by the Somerset Light Infantry with the Royal Navy as Runners-up. The Junior Shield was won by the Chinese Athletic, Eastern F.C. being the Runners-up. The Council extend to these teams their heartiest congratulations.

**Interport.**  
A team from Hong Kong visited Shanghai. The Interport was a triangular one, Tientsin participating.

### LAST WEEK'S SOLUTION.

BATH	HIDAS	OTIME
LIKE	ARTLE	ORAL
ODOR	ESCALATOR	
CADET	FEER	DENSE
JETWING	SE	SE
POT	OL	MAN
ERL	OL	MAN
FINA	BI	EVER
NOEL	SLATS	SEND
ANS	TOY	APPENDS
SIT	CLARE	
WASTE	LEO	EDGES
EXPURGATOR		
PLAN	ATTIE	NAIN
TENT	SENSE	GLAD

cipating. We lost to Shanghai but beat Tientsin. We congratulate Shanghai on again becoming the holders of the Challenge Cup.

**League.**  
The League was finished to time, although it was necessary to play off quite a number of games in the Junior Division during mid week. A recommendation is to come forward to divide the Junior into two sections. The question of goal average will again have to be discussed. The League winners in both Divisions were Chinese Athletic Association.

**Finance.**  
The financial part of the Association work was in the hands of Messrs. Percy Smith, Seth and Fleming. Your Council have gone thoroughly into the Balance Sheet, and will recommend certain economies during the ensuing year.

**TO-DAY'S GOLF.**  
Starting Times at Fanling.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.20 a.m.	L. R. Andrews, I. H. Geare.
9.24	W. C. Shields, C. Mycock.
9.28	A. C. I. Bowker, D. Forbes.
9.32	L. Yates, G. E. Ellams.
9.36	A. G. Coppin, H. C. Shrubsole.
9.40	O. Eager, A. D. Humphreys.
9.44	A. Ritchie, W. J. Clerk.
9.48	J. R. Collis, J. R. Hinton.
9.52	C. C. Stark, A. Sommerfelt.
9.56	A. F. Judd, G. Terdre.
10.00	A. Leach, Capt. Weir.



## RADIOL TREATMENT

prolongs the life of a horse's legs, and prevents the formation of all hard and soft swellings. Also removes by radiation, Sprained tendons, Wind-galls, Dog Spavins, etc.

**NO BLISTER!**

**NO LAYING UP!**

**NO HAIR REMOVED.**

RADIOL is very beneficial for use on human beings, and marvellously quick in allaying pain in cases of sprains, neuritis, and rheumatic affections.

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## LAWN TENNIS.

"Away" Teams Meet with Success.

EUROPEAN "Y" LOSE AGAIN.

"B" Division Leaders to Clash on Tuesday.

Seven teams, playing away, were victorious in a programme of eleven matches in the Tennis League yesterday.

As expected, the leaders in the "B" Division, the Chinese R.C. and the Indian R.C., met with further success. The Craigengower C.C. were fortunate to beat the Club de Recreo by the odd set, as the latter held the upper hand most of the time. The European Y.M.C.A. suffered their eighth successive defeat.

The "C" Division matches, which included two previously postponed fixtures, resulted as anticipated.

## RESULTS AT A GLANCE.

"B" Division.			
Chinese R.C.	7	Civil Service C.C.	5
University	1	Indian R.C.	5
Club de Recreo	4	Craigengower C.C.	5
Mitsui Bussan Kaishin	4	R.E. Sports Club	5
Nippon Club	4	Kowloon C.C.	5
South China A.A.	4	Hong Kong C.C.	5
United Services R.C.	6	European Y.M.C.A.	3
"C" Division.			
Indian R.C.	7	Kowloon Indian T.C.	2
Civil Service C.C.	3	Nippon Club	6
Philippo Club	2	South China A.A.	7
Kowloon C.C.	6	German T.C.	7

## RESULTS AT A GLANCE.

CHINESE R.C. v. C.S.C.C.	
At Causeway Bay, the Chinese C. defeated the Civil Service C. by seven sets to two.	
prose:	
2. Chea and H. Lo (C.R.C.)—	
J. B. Barrow and D. M. McDonald .....	7-5
3. B. Bradley and J. A. Randall .....	6-3
4. D. J. Valentine and L. G. Best .....	6-0

On their own ground, the M. Busean, Kaisha lost to the Sports Club by four sets to Scores:—
T. Imura and T. Fuj (M.H.K.)—
beat Lt.-Col. Wyatt and Capt. de Linde .....
lost to Major Kerrieh and S. M. Atkinson .....
beat Major Tosh and Spr. Sabin .....

"B" Division.		
Chinese R.C. v. C.S.C.C.		
At Causeway Bay, the Chinese R.C. defeated the Civil Service C.C. by seven sets to two.		
Scores:—		
C. Choa and H. Lo (C.R.C.)	7-5	McDougal and D. M.
Beat J. Barrow and D. M.	6-3	Beat P. Bradley and J. A.
Beat D. J. Valentine and H. J. Best	6-0	

"B" Division.		
Chinese R.C. v. C.S.C.C.		
At Causeway Bay, the Chinese R.C. defeated the Civil Service C.C. by seven sets to two.		
Scores:—		
C. Choa and H. Lo (C.R.C.)	7-5	McDougal and D. M.
Beat J. Barrow and D. M.	6-3	Beat P. Bradley and J. A.
Beat D. J. Valentine and H. J. Best	6-0	

"B" Division.		
Chinese R.C. v. C.S.C.C.		
At Causeway Bay, the Chinese R.C. defeated the Civil Service C.C. by seven sets to two.		
Scores:—		
C. Choa and H. Lo (C.R.C.)	7-5	McDougal and D. M.
Beat J. Barrow and D. M.	6-3	Beat P. Bradley and J. A.
Beat D. J. Valentine and H. J. Best	6-0	

"B" Division.		
Chinese R.C. v. C.S.C.C.		
At Causeway Bay, the Chinese R.C. defeated the Civil Service C.C. by seven sets to two.		
Scores:—		
C. Choa and H. Lo (C.R.C.)	7-5	McDougal and D. M.
Beat J. Barrow and D. M.	6-3	Beat P. Bradley and J. A.
Beat D. J. Valentine and H. J. Best	6-0	

"B" Division.		
Chinese R.C. v. C.S.C.C.		
At Causeway Bay, the Chinese R.C. defeated the Civil Service C.C. by seven sets to two.		
Scores:—		
C. Choa and H. Lo (C.R.C.)	7-5	McDougal and D. M.
Beat J. Barrow and D. M.	6-3	Beat P. Bradley and J. A.
Beat D. J. Valentine and H. J. Best	6-0	

## U.S.R.C. v. Y.M.C.A.

On their own ground, the United Services R.C. defeated the European Young Men's Christian Association by six sets to three.

La. Cape and Lt. Black (U.S.R.C.)	4-6	lost to T. J. Price and E. R. Price
beat S. A. Gray and P. W. J. Planner	6-1	
beat G. Panchen and H. W. Newport	6-3	
Capt. Vedder and Lt. Gould (U.S.R.C.)	4-6	lost to T. J. Price and E. R. Price
beat S. A. Gray and P. W. J. Planner	4-6	
beat G. Panchen and H. W. Newport	6-2	

E. Grimbly and Lt. Anderson (U.S.R.C.)	6-2	beat T. J. Price and E. R. Price
beat S. A. Gray and P. W. J. Planner	6-2	
beat G. Panchen and H. W. Newport	7-5	

## "C" Division.

## INDIAN R.C. v. K.I.T.C.

At Soekumpoo, the Indian R.C. defeated the Kowloon I.T.C. by seven sets to two. Scores:—

A. R. Miao and J. S. Aekker (I.R.C.)	6-0	lost to Dr. Lal and F. Khan
beat Feroz Ali and H. Singh	6-4	
beat J. Dad and M. Singh	6-1	

P. M. A. Razack and M. P. Madar (I.R.C.)	6-1	lost to Dr. Lal and F. Khan
lost to Feroz Ali and H. Singh	5-7	
beat J. Dad and M. Singh	6-1	

M. O. Housen and D. Mohamed (I.R.C.)	6-1	lost to Dr. Lal and F. Khan
beat Feroz Ali and H. Singh	6-1	
beat J. Dad and M. Singh	6-2	

G. Gull and N. Bickford (C.S.C.C.)	1-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	3-6	
lost to T. Takemasa and Z. Inaoka	2-6	

J. R. Pengelly and E. Savage (C.S.C.C.)	0-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	6-4	
lost to T. Takemasa and Z. Inaoka	2-6	

G. Gull and N. Bickford (C.S.C.C.)	1-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	3-6	
lost to T. Takemasa and Z. Inaoka	2-6	

J. R. Pengelly and E. Savage (C.S.C.C.)	0-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	6-4	
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J. R. Pengelly and E. Savage (C.S.C.C.)	0-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	6-4	
lost to T. Takemasa and Z. Inaoka	2-6	

G. Gull and N. Bickford (C.S.C.C.)	1-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	3-6	
lost to T. Takemasa and Z. Inaoka	2-6	

J. R. Pengelly and E. Savage (C.S.C.C.)	0-6	lost to T. Hata and T. Sato
lost to C. Kawano and R. Ishibashi	6-4	
lost to T. Takemasa and Z. Inaoka	2-6	

Chan Kam-mook	2-6	beat Luk Chan-chung and Yung Nai-chung
lost to Wong Pook-nam and Siow Kiu-sang	2-6	

S. A. Hamid and D. Leonard (F.C.)	6-3	beat Chan Kam-hung and Chan Kam-mook
lost to Luk Chan-chung and Yung Nai-chung	0-6	
lost to Wong Pook-nam and Siow Kiu-sang	4-6	

E. Cordeiro and D. Bantliss (F.C.)	0-6	lost to Chan Kam-hung and Chan Kam-mook
lost to Luk Chan-chung and Yung Nai-chung	1-6	
lost to Wong Pook-nam and Siow Kiu-sang	0-6	

## R.C.C. v. GERMAN T.C.

On their own ground, the Kowloon C.C. defeated the German T.C. by six sets to three. Scores:—

White and Jackson (R.C.C.)	6-1	beat O. May and O. Meidt
lost to E. Precht and R. Schmidt	4-6	
beat H. Boese and B. Schroeter	6-2	

Ramsay and McKay (R.C.C.)	3-0	lost to O. May and O. Meidt
lost to E. Precht and R. Schmidt	1-0	
beat H. Boese and B. Schroeter	6-2	

Barnett and Brown (R.C.C.)	6-3	beat O. May and O. Meidt
beat E. Precht and R. Schmidt	6-3	
beat H. Boese and B. Schroeter	6-3	

## LEAGUE TABLES.

The positions of the teams up to date are:—

"A" Division.		
Indian R.C.	P. W.	L. Pts.
Kowloon C.C.	2	0 2
Chinese R.C.	3	2 1
Hong Kong C.C.	3	1 2
South China A.A.	4	1 3
M.B.R.	2	0 2

"B" Division.		
Chinese R.C.	P. W.	L. Pts.
Indian R.C.	10	0 10
Craigengower C.C.	9	0 9
Club de Recreo	6	5 1
R.E. Sports Club	8	5 3
Kowloon C.C.	7	4 3
Hong Kong C.C.	8	4 4
M.B.R.	0	3 3
United Services R.C.	8	3 5
South China A.A.	6	4 2
Nippon Club	8	5 3
University	9	2 7
Civil Service C.C.	10	2 8
European Y.M.C.A.	8	0 8

"C" Division.		
Chinese R.C.	P. W.	L. Pts.
Hong Kong C.C.	8	0 8
Indian R.C.	6	5 1
Club de Recreo	7	5 2
University	8	5 3
South China A.A.	6	4 2
Nippon Club	8	5 3
Kowloon C.C.	8	3 5
Philippine Club	8	5 3
Kowloon I.T.C.	10	2 8
Civil Service C.C.	8	1 7
German T.C.	9	1 8

"C" Division.		
Chinese R.C.	P. W.	L. Pts.
Hong Kong C.C.	8	0 8
Indian R.C.	6	5 1
Club de Recreo	7	5 2
University	8	5 3
South China A.A.	6	4 2
Nippon Club	8	5 3
Kowloon C.C.	8	3 5
Philippine Club	8	5 3
Kowloon I.T.C.	10	2 8
Civil Service C.C.	8	1 7
German T.C.	9	1 8

## TUESDAY'S GAME.

The Indian R.C. will play off their postponed fixture with the Chinese R.C. in the "B" Division, on Tuesday, at Soekumpoo.

These two teams have carried everything before them up to date and the winners of this match will most probably eventually become the champions of the season.

The Chinese R.C. have a maximum ten points, so far, and are one point ahead of their rivals, but the teams will start on level terms, as the Indians have a match in hand.

## "HIKING" ACROSS CANADA.

## Cabinet Minister's Daughter As Ship's Cook.

Montreal, May 15. The crew of a Canadian lake cargo steamer, the *Farnie*, are at present revelling in the novelty of having their meals cooked by the daughter of a British Cabinet Minister.

This distinguished ship's cook is Miss Katherine Trevelyan, daughter of Sir Charles Trevelyan, the President of the Board of Education. With a week weighing 17 lb. on her back, she set out from Montreal some days ago to "hike" across Canada.

When she reached Toronto she signed on the cargo steamer as cook for the voyage to Fort William, where she is due to arrive on Saturday after a short stop at Sault Ste. Marie today.

Refuses Lifts. In her pack she carries a change of clothing, a sleeping bag and a small cooking kit. On her trek she slept in the woods along the road, refusing offers from motorists to give her lifts.

She is nearly six feet tall, wears an Army uniform and no hat. Her face is already bronzed with her outdoor life, while her hand-shake was as strong as that of a man.

So far her only trouble has been that of repulsing reporters.

"Oh, you're the giddy limit. This is not a stunt, and I do not want publicity," she told the reporters at Toronto, but she stated that she had chosen Canada for her walking trip as she wanted to be among English-speaking people.

Ruthless Reporters. She confessed that her father had given her permission for the tour, but added, "You reporters are absolutely a new type to me. Canadian reporters do not seem to have any respect for the fundamental British right of privacy."

I wish some of you Canadian reporters would come to Britain and introduce some of your peppy methods to the British reporters.

As soon as she boarded the cargo boat she went below to the engine room and inspected the cook's galley and ice boxes. She also had a chat with an American hobo (tramp), who later told a reporter that "I sure shot that dame a lot of hot air," which is Americanese for "I told her a lot of nonsense."

Miss Trevelyan is occupying the cabin of Captain Alex. Wilson, while he sleeps in his chairhouse. She was dizzied to find that the helmsman took his meals with the captain, and commented, "Isn't it wonderful, I

must tell father."

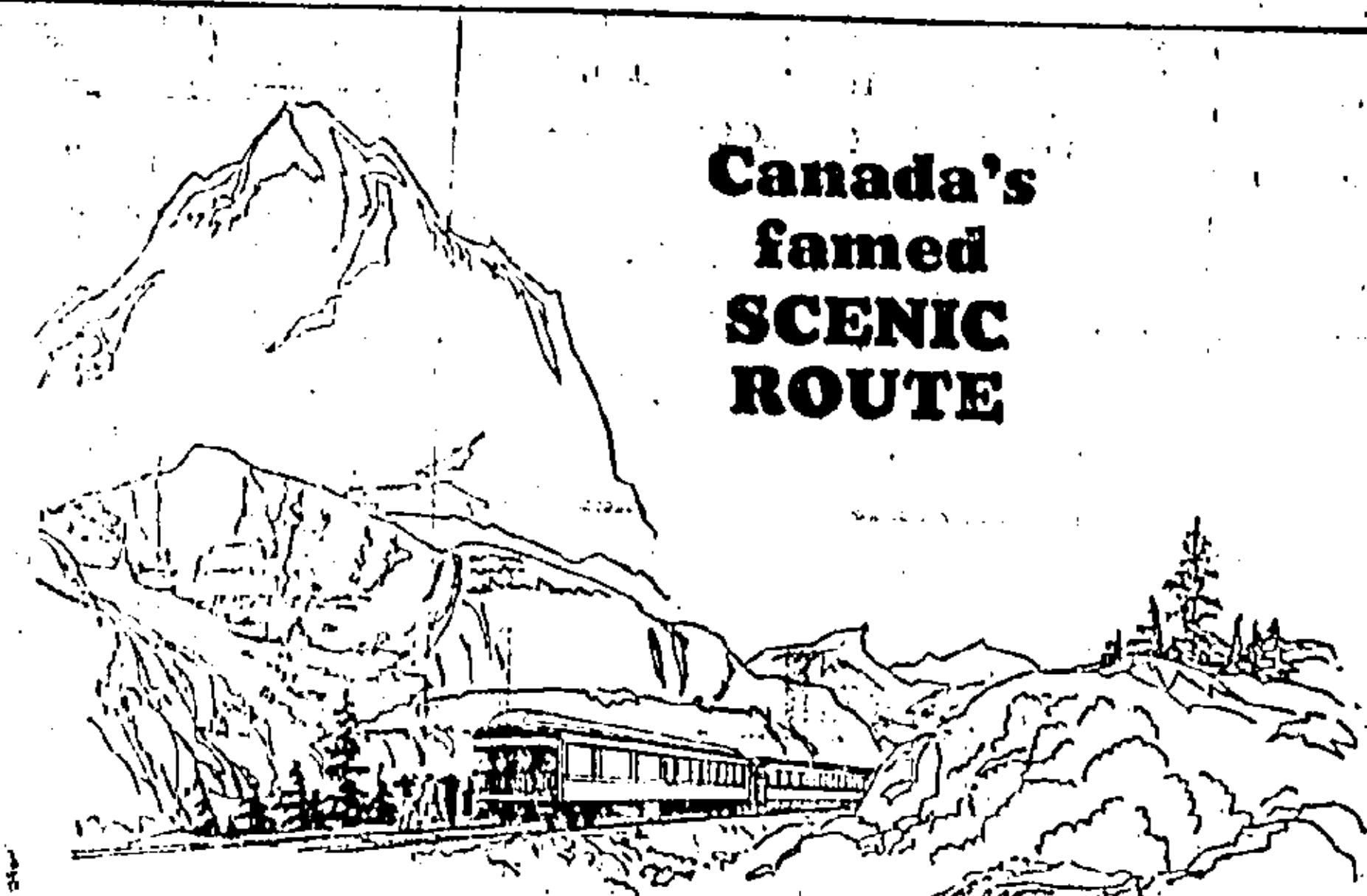
The Same at Home. When told that a number of cargo boats were held up because of the slump in the wheat market, she stated that she was surprised that Britain should buy Argentine wheat. Instead of Canadian, and referring to her present jaunt, she said: "I like the same way at home in Britain. I sleep out at night, eat my meals and wash in barns. The reporters then try to get me to talk, but I simply will not, and they then leave me alone. But here, they keep after me all the time. If I have to go through it all again I shall simply give up in disgust and go home."

Canada simply amazes me, I

don't think my set realize what it is really like," she added.

A Little Afraid. She refused to say whether she was or was not carrying a pistol, but she admitted that she had been a little frightened at the prospect of crossing one particularly desolate stretch between Port William and Winnipeg. She said she might take a train part of the way. If it looked too bad, she would take a train part of the way.

In the Divorce Court Lord Merivale announced a new rule for all cases in which the exercise of discretion is asked. Henceforth the grounds on which the petition in hand will have to be stated.



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## STANDARD TIMES

## Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for June (Standard time of the 120th Meridian, East of Greenwich) are as follows:—

June	Sunrise Sunset	a.m.	p.m.
22	5.33	7.10	
23	5.40	7.10	
24	5.40	7.11	
25	5.40	7.11	
26	5.41	7.11	
27	5.41	7.11	
28	5.41	7.11	
29	5.41	7.11	
30	5.41	7.11	



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"Dick" Lanigan, A "Strong" who left for Home yesterday, is known among the

"old hands" as the strong man of the Police Force. Two stories about feats of strength performed unconsciously by "Dick"—that is, without any attempt at showing off, were related to a *Sunday Herald* man, and from them there is no doubt that "Dick" earned his reputation for unusual strength which, to look at him, one would not suspect that he possesses. One day in 1909, less than a year after his arrival in Hong Kong, "Dick" was quartered in the old Fire Station in Queen's Road (now the site of Ho Tung Building), and with other new members of the Force he had to attend drill at Central Police Station each afternoon. After drill, "Dick" and several other men were returning to quarters, when "Dick" amazed his companions with his first exhibition of strength. Passing the old Stag Hotel in Queen's Road Central, (opposite the Central Market) the party came across a hand truck heavily laden with bags of rice. One of the wheels of the truck had fallen into a hole in the road and its "crew," assisted by other coolies, nine or ten men all told, tried to free the truck but were unable to move it.

Handing his rifle to a comrade "Dick" Heave, got hold of the shaft and with a mighty heave and push forward got the wheel clean out of the hole. His companions gasped, and the coolies gave vent to their surprise with many exclamations of "Ai Ya!" "Dick" felt embarrassed that he should have aroused the admiration of all, and begged his friends to say nothing about it. Well, it's out now, and here's hoping he takes it in good part, otherwise the writer intends to take a holiday if ever "Dick" revisits the Colony!

Nine years later, in 1918, "Dick" was on duty in the New Territories and was amongst the Police Officers who turned out to a big fire in Un Long village which threatened to burn out the whole hamlet. There was an insufficiency of water and the work looked hopeless when "Dick" had an inspiration. If the houses in the same row as the one on fire could be razed to the ground, the flames could be prevented from spreading to the houses at the end of the row and then on to other houses and so on until the whole village was destroyed. That was the only means of saving the village, and sooner had the idea occurred to him than "Dick" put it into practice. Having ascertained that the row of five houses had been vacated, "Dick" without asking for assistance, seized a stout length of timber and used it as a ramrod. With one end of the timber against his right shoulder, "Dick" rammed the walls of the houses with the other, and brought them down!

It must be said that the walls of a Samson, were only the thickness of single bricks, but they were of strong grey bricks, and were a test for even the strength of a Samson! "Dick's" intention quickly became clear to his comrades, and seizing ramrods they helped him to demolish the houses and thus Un Long village was saved. The sequel of this story is most extraordinary. For a long time after "Dick" often complained of pain in his right shoulder but did not give it much attention. It was fully two years after that he was persuaded to see a doctor about it. His shoulder was X-rayed and then it was discovered that for two years "Dick" had gone about with a cracked collar bone! Good luck, strong boy, may your shadow never grow smaller!

The men folk A Distinction who read this in Dress. column in bed will enjoy this from a

Malayan paper:—"The injustices which man has to suffer in the latter of his attire have long been the subject of public controversy, and there have been many martyrs in the cause of his emancipation. There is a society at home which is striving heroically for freedom in the choice of his habiliments, and while the craven-hearted, like myself, may shudder at the thought of themselves coming beneath the withering eyes which are directed at this bursting of traditional bonds, they secretly pray that one fine day before they shuffle off his mortal coil they may boldly discard the neckwear with which men have for generations struggled for the breath of life.

"The reason that man has, if not silently, suffered for so long, is probably the consolation that his sartorial shackles are commonly borne by his kind, and that if he chafes, so do others. But there is one feature of dress convention under which those who have not even this mental calm. I allude to the distinction which condones the doffing of a coat when one is girdled about with a belt, but holds the act an outrage against decent society when the trousers depend from a pair of braces.

"Now I have often heard the argument propounded that a belt is a most fruitful source of quick-heat, and make hold to enlist the sympathies of those human pillars of propriety, who see criminal tendencies in departure from sartorial tradition, by submitting that the brace is truly British, whereas the belt, for general wear, is a dress custom popularised in America and unbecoming for full-blooded Britons to adopt."

The correspondent concludes by wondering why a man who has no other criminal tendencies than that of an affection for the time-honoured brace should be condemned to wearing a coat throughout the hottest day while his fellows revel in a shirt-sleeved state.

And so do we.

## SUNDAY SALLIES.

Mr. Hacker was not as clay in a Potter's hands.

Mr. Potter will keep on returning to his mutton!

That "Squeeze"—What many a flapper experiences.

The water question in Hong Kong is still acute one.

All very well freezing chickens: but never let a chicken freeze you!

In our experience saturated air always means a rise in the temperature.

From a local paper's Diary:— Golf: Gogey Pool. Not Groggy?

These who alleged that there was a leak in the harbour pipe have now had to swallow the leak.

An Indian constable has saved an alleged would-be suicide, Ip Fat, from drowning.—Ip, Ip, Hurrah!

To-day we wish to extend our sympathies to the Government servants and the Salaries' Commission.

The Jockey Club have already introduced an Amusement Tax.—The Government is intending to follow suit.

Mary had a little lamb. The fact is not debated. But everywhere that Mary goes They say: "Refrigerated?"

"Chickens are Chickens!"—Maybe, but how about the one who was called "chicken" in spring, "lucky" in summer, "dovey" in autumn, and "old hen" in winter!

Under the Indecency Exhibitions Ordinance of 1918 we are precluded from giving the third horse in the Selected Gold Cup at Ascot which was won by Bagworth, with Hotweed second.

An epidemic at the Aerodrome—Fly-catchers!

"Chickens Are Chickens!"—Modern flappers and ancient flappers, too!

"Witness Faints Before Probets," says the Philippines Herald.—Third Degree again!

Suggested sign for restaurant proprietors in these dollarless days: "Eat here, or we'll both starve."

"Inability to Seize Money Angers North" shrieks a headline.—It doesn't fill us with joy, either.

"Times are bad," said the landlord of the Spooner Inn, "I'm backing losers and looking hoosers."

"Is that so?" queried the engineer. "Well, don't you tamper with my screws or I'll scamper with your treads."

A dramatist claims to have written his own play. We presume he is a beginner and does not realise what he is saying.

"Right O!" replied the landlord. "Which reminds me that that jolly soul, Solly Joel, saw a shady loafer annoy a lady chauffeur."

"Manila's men talk world topics over coffee cups," says the Manila Bulletin.—The world will now talk on one topic, "Manila Gone Dry!" (7).

Apparently nothing is any good nowadays unless it is costly. Glasgow contemplates building a £10,000,000 bridge; the Prime Minister opens a "£700,000 landing stage," and so on.

Noted that Mr. McBacon, of the Hong Kong and Shanghai Bank, Malacca, has gone on transfer to Penang, from which place Mr. Partridge goes to Malacca.—These Bank birds are always being transferred even though they cannot! McBacon.

After forty a woman has experience, not age.

"Maritime" said the sailor when his lass asked the time.

"Po'yaon," said the mathematician when his parrot flew away.

According to Voronoff the ape is the spare parts depot of man.

To those who take Genesis literally, woman is merely a side issue.

"Chicken-hearted," said the poet when an extra ripe egg hit him.

A Communist's millennium: when everybody is better off at someone else's expense.

As one disgusted punter said at Happy Valley recently, it was a case of Zohran and Alzohran.

If we had only taught Gandhi golf how differently he might have been working off his excess energy!

"I am going to buy a hotel in Morocco."

"How nice! And will you serve all-leather suppers?"

The Scots gooseberry is threatened with a blight called "American mildew," evidently the same fell disease as has attacked our golfers.

If one is to believe the American golf writing professionals the Walker Cup is so called because of the American power to walk away with it.

The ancient Celts, it is said, wore plus fours. Still, that is no reason why the modern Republic Day beach habitue should be allowed all this licence.

According to a motoring expert there are drivers who have never had an accident with a pedestrian.—We presume that the latter-day pedestrian must be getting nipper on their feet.

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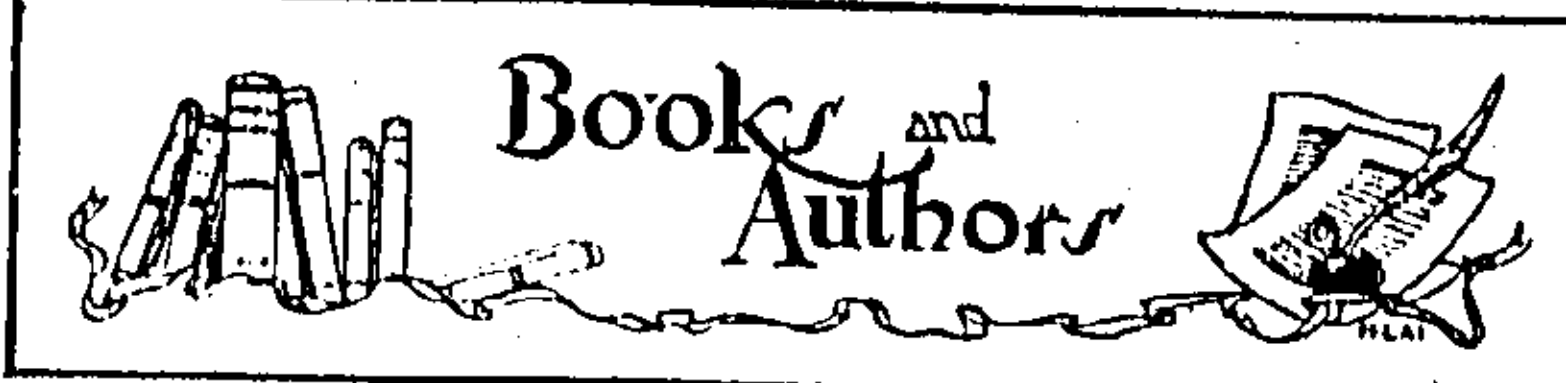
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## BARRIE'S GENIUS.

### Scot Who Has Won Our Hearts.

(By E. C. Bentley.)

Seventy years ago a boy was born, in a humble home in an unknown Lowland village, who was to capture the heart of our race as no other has done in his time, and perhaps no other in any time, save Dickens alone. In a weaver's cottage, among a people as little prone to the weaving of delicate fancies as any in the world, the writer who was to conquer us by that same art spent a boyhood in which there can have been little prevision of what was to come—fame, sweetened by affection, wherever our language is read; wealth; honours such as have very seldom been given to any man of letters.

We know much of the people among whom he was reared, for James Barrie's name was made, forty years since, by the sweetness of his temper and the gentle humour of his presentation of the life of Thruway; but of his own boyhood we have learned little beyond that he had the wonderful mother to whose memory he has paid, in "Margaret Ogilvy," so beautiful a tribute.

If from those beginnings he rose to success unexcelled in his kind, it certainly was not by dint of the hard, purposeful striving for which the Scot is known. He must have had his dreams, not less than "Sentimental Tommy," but what has come to Barrie has come through no set resolve to make dreams come true, but through the pouring out of what was in a rich imagination, an ample treasury of fantastic humour, and a tender heart.

Barrie's novels may live or may not; they have been loved for their depth of "sentiment," and they may be again when the wheel has come full circle. But it was when, already famous, he disclosed his singular gift for the theatre—and the singular opportunities which the theatre offered to his fanciful type of genius—that he made his ineffable mark.

When "The Admirable Crichton" and "Quality Street" had made their memorable success in 1903, and had been followed at little more than a year's distance by the crashing triumph of "Peter Pan," their author need never have written another line to be assured of his place as a master of heart-searching fantasy.

There was more, and much more, to come, and there may be not a few who would set the more pungent ironies of "Dear Brutus" higher than the graceful and delicate humour of the earlier pieces. For with all his appeal to the love of what is lovable in humanity, he has shown himself no tolerant critic of those of its weaknesses which he has allowed his pen to probe.

The world sees, as the world has always seen, little of the personality of the writer to whom it owes so enthusiastically its debt. But Sir James Barrie, in the retirement that his nature prefers, will know that on his 70th birthday the thoughts of tens of thousands are turning in affection to the writer who has spoken to their hearts in a language that no other can utter. —Daily Telegraph.

## A CHINESE ABROAD.

### More Philosophy by Mr. Bramah.

["The Mirror of Kong Ho." By Ernest Bramah. (Grant Richards and Humphrey Toulmin, 7s. 6d.).

Kong Ho, a Chinese in London, has fantastic notions about British traits. How fantastic, only amateurs of Mr. Bramah's work will know. Very likely they will have made Kong Ho's acquaintance on his first appearance, some years ago, but they will be the more anxious to renew it in this much needed reprint. Kong Ho's comments on the things he saw the arrived when motor cars were not the common spectacle that, alas, they are now, are more diverting than his relations with the other inmates of the Bloomsbury boarding-house; the foreign devils lack his charm of language and are incurably facetious. He is at his best when imagination transports him to the

land of his birth. How salutary for the artist, striving after originality, is the following table:

Mih Ying, who was perhaps the greatest of his time, spent his whole life in painting green and yellow beetles in the act of concealing themselves beneath dead maple leaves upon the approach of day. At the age of seventy-five he burst into tears, and upon being approached for a cause he exclaimed, "Alas, if only this person had related the temptation to be diffuse, and had confined himself to green beetles alone, he might now, instead of contemplating a misspent career, have been really great." "How much loss," I continued, "can a person of immature moustaches hope to depict two such conflicting objects as a recumbent elephant and the President of a Republic standing beneath a banner?"

Kong Ho is less amusing than Kai Lun, but more amusing than most professed humorists.

## MSS OF OMAR.

### Interesting Find in India.

#### ANTIQUITY CLAIMS.

Writing to the Allahabad Pioneer, a correspondent says: As an admirer of the poet of Nishapur, I am interested in the romantic finding by my compatriot Mr. Najib Ashraf Nodway of an old manuscript of Omar Khayyam, which Prof. Mahfuzul Haque claims is the fourth oldest.

That manuscript is possessed by a village "Desna" (Patna District), noted as the birth place of Allama Syed Sulaiman Nodway, who thrice led the Khilafat Deputation to the Hedjaz and who was elected the vice-President of the World Moslem Conference held at Mecca.

I happen to belong to the village and have had the privilege of seeing the beautifully illustrated and illuminated manuscript (transcribed in the year 911 A.H.)

Oldest in the Bodleian. The oldest recognized manuscript of Omar Khayyam (866 A.H.) is in the Bodleian Library, Oxford. The next oldest (868 A.H.) is in the private library of Prof. Sallem of Lahore.

So far as I know, no manuscript of the Rubaiyat of Omar Khayyam was discovered in between 868 and 911 A.H. The Desna manuscript, therefore, comes third in point of antiquity. May I ask Prof. Mahfuzul, why he claims it to be the

fourth oldest? I wonder if he was thinking of that faked manuscript called by some the oldest Omar Khayyam manuscript in the Bibliothèque Nationale of Paris, whose claim to genuineness has been dismissed by antiquarians after researches into the antiquity of its paper.

I have seen photographs of the illustration, of the Bodleian manuscript, and I consider that Desna manuscript comes second in point of illustration and third in point of antiquity. But the illustration of the latter far outdoes that of the former.

This manuscript is not the only treasure in my village library—there are many more. You have been led to remark in a comment in The Pioneer that "...it is improbable that the book will be allowed to rest there," and then, that "India will be hard put to it to retain it." I would assure you, Sir, that our library is keen enough to keep it and no bid can take the book away from us.

## WISE AND OTHERWISE

It had been raining hard, and the football field was like a lake, but the referee decided that the match could not be postponed.

"What!" gasped the captain of the visiting team, "surely we are not going to play on this field?" "Certainly! Now, don't hang about! You've won the toss. Which end are you taking?" "Well, if we've got to play," came the answer, "I think we'll play with the tide!"

Salesman, showing customer golfing socks: Surprising value, sir. Worth double the money. Latest pattern, fast colours, holproof, won't shrink, and it's a good yarn. Customer: Yes, and very well told.

Mrs. Wayback had come to the city to have her photograph taken. When she was nicely arranged, the photographer said: "Now, madam, smile, please." Suddenly, her husband, who was looking on, exclaimed: "Don't smile, ma; look natural."

Local Resident: You don't mean to say you are opening up this part of the road again after just having filed it in? Workman: Well, sir, this is our last 'ope of findin' the foreman's piddish.

A rich man once fell into a lake and would have drowned had not a poor man plunged in and rescued him.

When they reached the shore the rich man gave the poor man sixpence and the people around began to sneer.

A Scotsman standing by, said, "Och, dinna scoff. The man knows the value of his own life best."

A letter from Erroll, who was at college.

It was rather an apologetic letter. "You know," it ran, "I think there is such a word, after all, as 'atmospheric,' for the other evening I went over to my pal's place. He has a lovely mother, and she played and sang 'Home, Sweet Home' for me. It may have been the way she sang and played it, and yet it may have been because it was atmospheric; but, anyhow, I can tell you I felt horribly homesick. So if you have any pity for your big brother, you will make him one of his favourite rainbow cakes and send it to yours truly." I did—for, perhaps, after all, such a victory was worth it.

CONTRAST.

A still night—a cloudy sky, A whimpering wind in the trees, With the distant moon like maiden fair, Robed in gold and shaking her hair O'er the fathomless sapphires seas.

A wild night—a stormy sky, The shriek of a furious gale, Which whips the wild white waves to foam, And drives the fishing-vessels home; Strained masts and close-furled sails.

A cold night—a white-robed earth, The glory of the Northern Lights, Which scatter bluish shadows o'er The sheeted earth and ice-bound shore, Where the sea-wraiths rest o' nights.

A hot night—a panting earth, The cruel white desert sand, Which laughs to scorn man's puny power, And locks within its shifting

## TELEPHONE HANDBOOK

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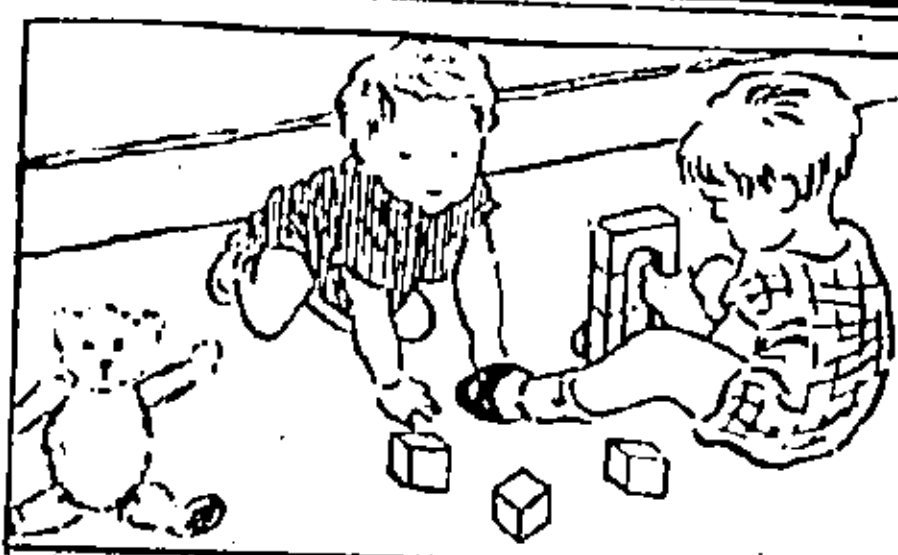
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## CHILDREN'S CORNER

### 16 YEARS OF AGE.

Now to-night I am sixteen, and all my life waits, stretching out before me. What shall I ask of it? What shall I take—and give?

This is what I ask of life. I want to experience all of its worst and best—every one of its emotions! Sorrow, hate, rage, anger, love, joy, repentance—every one! And sometime I wish to reach a point where I may be aloof from life and its emotions—a pinnacle of indifference where life can't touch me, however much it tries.

I sometimes feel that life will withhold things from me—try to make me common-place, dull and flat—will fight me and beat me back! But I'll cheat it yet, I'll beat the game! I'll dip my hands into life's well and pull out all I want, steal all the richest treasures—and pay dearly for what I've taken! But the payment will be only part of the game—if you want to beat the game you must stick to the rules! And though I'll pay, I will beat the game! Forward I fling a challenge, forward to a joyous, deadly struggle with life, a fight all the way up to the top of the hill—to that high pinnacle. From that pinnacle I can look down on life, now impotent, unable to wound me!

That's how I look at things at sixteen! I feel suddenly strong and exulting and knowing—I'll get things! Like a David going forth to battle! Perhaps my mental vision is a little obscured by the rose-coloured spectacles which, being young, I wear. But you know how I feel. You've felt like it yourself.

I don't want to live an easy, contented life in an accustomed rut. I want to do wild, glorious, romantic, foolish things. I want to know "everything there is to know and the wisdom of it," as the Piper said. I don't believe in "the long littleness of life." I'll make my life big, no matter how long, or short, it is.

Somewhere, sometime, I want to understand the elusive mystery that I chase down the avenues of dreams—dreams that are troubled by unexplained shapes and dim

When I've held life in both my open hands, I'll soar up to the pinnacle which life has left. Where every emotion is no more and I have become warmly cold and aloofly near to all my fellows. Can you understand?

But I can't die, I won't die—until then, until I've lived. (The tragedy of young people dying before they've had time to snatch at life's elusiveness!) Is it true that everything in life is an illusion? And that reality is always something unseen, unguessed at?

When I reach my pinnacle life and death, payment and repayment will be all the same to me—but until then this is my prayer:—

### To Life.

"Unpetal the flower of me, Cast it to the gust; Betray me if you will, Trample me to dust! But that I should go bare But that I should go free Of any hurt at all, Do not this thing to me!"

### ATMOSPHERIC.

The haunting sadness of the "Miserere" from "Il Trovatore" floated out to me as I sat on the verandah, staring down on the sleeping town veiled in misty white-blue smoke.

But I hardly saw the scene beyond there, for the "Miserere" had taken me right away, with its "Gipsies"—and even when Erroll stopped playing and sauntered out 'midst a cloud of cigarette smoke I was still with them.

"Rather pretty thing," he said carelessly.

"Pretty" is too cold a word for it, I answered. "It is more than pretty—it's so very atmospheric, too."

Erroll stopped in his pacing of the verandah. Wandering, he asked: "Where did you get that one?"

"Well, it is!" I objected hotly. "And I'm not wandering, either." Erroll grinned, and walked inside. But a week later I received

### PUZZLE OF FAMOUS CAT.



Can you guess what it is? It looks like nothing on earth as it is, but if you connect the first numbered dot to the second numbered dot and so on until you reach the 37th numbered dot, you will find that your figure will bear a striking resemblance to a prominent article in the clothing of a famous cat. See if you can make

Barber: It's a bit thin on top, sir. Have you tried our special hair tonic? Customer: No. It can't be that.

A comedian who was requesting a fresh number sent the following laconic note to a song-writer: "Please send new song. If good, will send cheque."

The song-writer was not doing any business on such risky terms, so he wrote back: "Send cheque. If good, will send new song."

### THE RANGE OF FAME

O. I have heard the call of fame, That comes from ranges high, So I have lifted longing eyes Unto an opal sky.

I know 'tis pleasant on the plains, But I must climb the range, If 'tis for nothing but to hear A bird whose song is strange.

So I must go by jungled paths Past mountain torrents wild, I cannot stay upon the plain, Where summer suns are mild.

But I must go where snows are fierce, And summer suns more sweet, So I shall climb the mountain track, For fame has winged my feet.

### THE RUBBISH HEAP.

A heap of dead rubbish, All withered and dry, A match, a lurid glow, A wisp of smoke, winding on high.

The heap is alive now, Alive with fire sprites, Darting hither and thither With bright orange lights.

The red, glowing embers, Hot ashes—so deep, A crackle, a flame dart, Then a black rubbish heap.

### His Dream.

Tom slept. He dreamed. A tiresome lesson book Pursued him as he fled. It changed and was the Jolly Twins Instead. They both came up to play with him, And sat upon his bed.

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HONG KONG, SUNDAY, JUNE 22, 1930.

## A Golfer Among Golfers.

THE fact of to-day being Sunday will not deter us from brooding over the loss to Britain of the Open Golf Championship, following in the wake of the American victory in the Walker Cup. But all the world loves a sportsman and this Colony must cordially join in the chorus of congratulations to the prince of golfers, Bobby Jones, who has achieved his ambition of winning both the British and the American championships.

It does not in the least disguise the fact that, broadly speaking, American golf has again proved itself superior to our own. Considering that golf is centuries old in Scotland, and at any rate much older in England than in the United States, we cannot but feel some humiliation in making the admission.

Not that it would matter much if our golfing inferiority stood alone. We might vaguely ascribe it to some peculiarity of the American climate or temperament and leave it at that, not too much perturbed.

But golf does not stand alone. In boxing, lawn-tennis, and general athletics the Americans give the same impression of being generally superior. Which, for a sporting nation like ours, is a discomforting reflection.

We naturally ask—Are we degenerating? Or is it merely that we won our sporting reputation by starting first, but are now being swept aside by races of superior vigour?

Either of these would be a very alarming as well as humiliating answer to our question. Happily, we are not obliged to accept either as proved or even probable.

The truth is pretty clearly that a nation's success in anything, and notably in sport, is likely to be measured by the resources—physical, mental, and financial—that it is able and willing to devote to a given object.

A small and relatively poor country, such as Finland, may once in a while produce a world-beater like Nurmi, the runner, especially as running is one of the simplest, cheapest, and most natural forms of athletic sport. But does it not stand to reason that a huge country like America, with an immense population on which to draw and almost unlimited resources for organisation, selection and training, will, if it wishes to, produce first-class runners year in and year out, with possibly a new star every other year?

A great deal turns, of course, on that clause, "if it wishes to." Even although Britain is smaller and poorer than America, it is very doubtful whether even yet the latter could attain to any marked superiority if the British people "wished to" win with the same eagerness as the Americans display.

The Americans themselves remark with astonishment our comparative indifference. When they undertake anything, it is with an almost ferocious intensity of determination to succeed, no matter how trivial or even silly may be the object of their striving.

This may be the effect of the American climate or tradition or even of the pathetic desire of the individual to rise out of the immense dead level of American mediocrity. Whatever the cause, the spirit is unmistakable, and it leads them to expend an amount of effort in preparation for winning that we are hardly ever willing to make.

It would be foolish to lament over this; the two nations have really different ideals, and until one or the other changes its ideal the result will be the same.

## HONG KONG FAIRY STORIES.

The dollar ain't 'goin' to drop no more!

While the Chairman was reading his speech, the shareholders all went to sleep!

The C.C.C. were delighted to hear of the C.S.C.C. success at Taikeo in the Bowls League.

Having been practically starved of information, a local reporter is said to have attempted suicide!

It is expected to publish the Civil Service Year Book for 1930 before the end of the new Governor's tenure of office.

The lower ranks of the sterling-paid Government officers are exulted over the Salaries Commission resolution in the Legislative Council.

## News in Brief

Seen taking a live goose away from a garden in Mongkok Road, an unemployed Chinese was caught and on his production before Mr. Whyte-Smith at the Kowloon Magistracy yesterday was sentenced to three weeks' hard labour.

Remarking that the number of bars that he stole would make no difference to the penalty, Mr. Whyte-Smith at the Kowloon Magistracy yesterday sent a Chinese man to jail for one month, for the theft of several iron bars from a house under erection in Mongkok.

Sentence of three months' hard labour was passed on a Chinese at the Kowloon Magistracy yesterday, for the unlawful possession of a female's gown. Defendant, who had a previous conviction for larceny in 1927, stated that he picked the garment up in Shanghai Street.

On it being proved that he stole six yards of copper wire, which had been disconnected from a slipway at the Kowloon Docks, a young Chinese stone breaker was sentenced to four months' hard labour at the Kowloon Magistracy yesterday. Defendant had been convicted in 1928, when he was imprisoned for six weeks.

## Do not miss

THE MATRON'S  
Exclusive Articles  
on  
PUBLIC SCHOOL LIFE  
every Monday

## The China Mail

## EX-SERVICE MEN.

## Government Gives Preference.

## WHAT TO DO.

Preference is given by the various Government Departments, says an Admiralty Fleet Order, to suitable ex-Service men for such employment as postman, telephonist, messenger, liftman, coast-guardman, watchman, porter, cleaner, labourer, etc.; ex-Regulars who entered on or before November 11, 1918, receiving first consideration.

It has been decided that in future all Regular candidates for such posts shall be obtained through the National Association for Employment of Regular Sailors, Soldiers and Airmen, in the same way as for Post Office vacancies.

Particulars of Naval Ratings and Marines with general character not inferior to "Good" who are within 12 months of discharge and wish to be considered for Government employment should therefore be forwarded to the National Association on Form S. 1300, and not as stated in the "Guide to Civil Employment." For employment in London or in the Coastguard Service, the forms should be addressed to the Association's Head Office, 62 Victoria Street, S.W.1; for all other provincial posts they should be sent direct to the nearest branch, as shown in the Navy List Advertiser.

Form S. 1300 has been revised, and now embodies a slip which will be returned to the Commanding Officer, by the National Association, when a man has been registered for Government employment. The slip should then be attached to his Service Certificate, and handed to him with it on his final discharge.

These arrangements do not apply to vacancies in H.M. Dockyards, or in Clerical grades in the Civil Service.

The instruction in A.F.O. 2391/29, that applications for employment as Constabularymen should be sent to the Board of Trade, is cancelled. They should be forwarded to the National Association's Head Office, in accordance with Para. 3 above, it being stated whether the applicant prefers service in any particular locality. Copies of Service Certificates and Medical History Sheets are no longer required.

The King's Regulations and Admiralty Instructions (Article 1123) and the Guide to Civil Employment will be amended in due course. All copies of the guide should now be accompanied by amendments No. 2, obtainable on demand from the Superintendent, Royal Naval Store Depot, West India Docks.

## Naval Command Change.

Admiral Sir Reginald Tyrwhitt hoisted his flag at Chatham as Commander-in-Chief at the North on May 16, in succession to Admiral Sir Edwin S. Alexander, Sinclair, who had completed three

years. Sir Reginald has agreed to carry out the annual inspection of the training ship Warspite at Grays, Essex, on Thursday, July 17, when Lady Tyrwhitt will present the prizes.

## Captains' New Posts.

Captain W. F. Wake-Walker, O.B.E., who is returning home shortly in command of the Castor from China, has been appointed Deputy Director of Training and Staff Duties, to date August 1. Captain L. D. I. MacKinnon, who has held this post since 1928, is to go to the Queen Elizabeth as Captain of the Fleet on the Staff of Admiral Sir Ernie Chatfield. Captain C. A. Scott, late in command of the Excellent, gunnery school, will assume command in July of the battleship Warspite. This vessel, now flagship of Admiral Sir Frederick Field in the Mediterranean, is due at Portsmouth on May 26, and will later join the Atlantic Fleet.

## Relief of the Castor.

H.M.S. Castor, Captain W. F. Wake-Walker, O.B.E., is ordered to be relieved by the Caradoc, which since her return from the American and West Indies Station last winter has been in reserve at Devonport. She will be commissioned about mid-July for her new service. The Castor, although nominally belonging to the Third Cruiser Squadron in the Mediterranean, has been for some time attached to the China Station, and spent the whole of last autumn and winter at Hankow.

## Naval Trust Efficiency Fund.

Through the generosity of a private donor, who wishes to remain anonymous, a Naval Trust Efficiency Fund has been established. This will enable the Board of Admiralty to make awards to such of the personnel of the Royal Navy, Royal Marines, Royal Indian Marine, and Dominion Navies, whether on the active or the reserve strength, for marked efficiency in fighting practices, or for contribution in signal degree to the improvement of fighting appliances of the naval or marine forces of His Majesty. The sum of £800 will this year be distributed by Commanders-in-Chief for fighting efficiency in the several fleets. Awards for the improvement of fighting appliances will be made by the Admiralty, a committee specially convened for this purpose sitting twice yearly.

## Paymaster Sub-Lieutenants.

At the examination for the rank of Paymaster Sub-Lieutenant held last January the following results were obtained:

Class 1.—J. G. Bennett, H.M.S. Vindictive.

Class 2.—M. A. McMullen, H.M.S. Carlisle; A. G. Pountney, H.M.S. Centaur; E. E. Hitchens, H.M.S. Hermes; A. E. N. Merry, H.M.S. Comus; J. W. F. Gwillim, H.M.S. Victory; W. J. Farrell, H.M.S. Suffolk; R. V. Brockman, H.M.S. Enterprise; A. Hawkins, H.M.S. Nelson; A. P. L. Newcombe, H.M.S. Victory; J. A. Angus, H.M.S. Cornwall; and D. A. McKeown, H.M.S. Emperor of India.

## Fleet Orders in Brief.

The Rev. H. Matthews, St. James' Church, Wei-Hai-Wei, has been appointed officiating minister to Church of England naval personnel at that base, vice the Rev. W. A. Hebron.

The next qualifying examination for promotion to acting mate (B) will begin on February 6, 1931. Recommendations are to be forwarded to the Admiralty not later than October 15, 1930.

## Goport Command Change.

Wing Commander John H. S. Tyssen, M.C., who since September, 1928, had been senior R.A.F. officer on board the Argus, in the Atlantic Fleet, which ship has now reduced to reserve at Devonport, has been appointed to command the R.A.F. Base, Goport. He succeeds Group Captain C. D. Breese, A.F.C., who has been posted to Iraq for engineer staff duties.

## Naval Officers' Marriage Allowance.

In reply to Major Horo-Bellah (Devonport, L.) the Financial Secretary to the Admiralty stated that the question of marriage allowances for Naval Officers was now under the consideration of the Board of Admiralty.

## TRINITY COLLEGE OF MUSIC.

Mr. Alfred Mallinson, the examiner from London, desires to thank Mrs. Grimbale, Mrs. Christian, Mrs. Anderson, Miss Daisy O'Rourke and the Rev. Father A. Riganti for very kindly attending at the City Hall and the University at the recent examinations.

The Prince of Wales intends to enter an aeroplane for the King's Cup Air Race on July 5, and he hopes to accompany his pilot, Squadron-Leader Don.

## POETS' CORNER.

### SMILE.

If the weather looks like rain,  
Smile.  
When you feel you must complain,  
Smile.

Do not care if things seem gray,  
Soon there'll come a brighter day;  
You will find that it will pay  
To smile.

If the world looks sad and drear,  
Smile.  
Banish every thought of fear,  
Smile.

Do the very best you can,  
Play your part now like a man,  
Make each day a better plan,  
And smile.

GRENVILLE KLEISER.

### DR. JOSE RIZAL.

[Dedicated to the Philippine Islands on the 60th birthday, June 19, 1930, which anniversary is being celebrated today by the Local Filipino Community on the grounds of their Club.]

The birds are singing everywhere  
unto the Philippines  
A gift from the angels above has  
fallen, a manted clay

When the starry sky look down  
with envious eyes;  
What if the winds cease to blow,  
And the sea

Were motionless this glorious  
day? What if the sun  
Would not appear as he now sits  
upon his throne?

Oh! to the Philippines—thay their  
solemn homage pay  
And with full praise they once  
welcomed him.

Thus he came to break the silence  
of the night;  
To him the torch of Wisdom  
spread its brightest rays.

And the Universe to him was but  
a canvas blank.  
He saw the serpent gush its all-  
notorious breath

And heard the triumphant shouts  
of generations past.  
With naught but manly valour he  
stood to face the gusts

That bent the pillars of the firma-  
ment, and dragged  
The rocks, tramping upon the  
thorns that strewed his path.

He sang the hymns that none be-  
fore had dared to chant  
And there the screen that had been  
hanging for centuries;

His was the silent step that led  
the roaring hounds.  
His was the voice that echoed like  
a trumpet call.

His was the courage that voiced  
a nation's need.  
His was the bravery that knew  
no obstacle.

His was the real structure of a  
hero great.  
Alas! he is gone, but has sown  
the seed for others to reap.

—G. S. A.

## THE FALL OF THE DOLLAR.

Our dollar, friends, 'tis sad to  
relate  
Has met with a most cruel fate,  
'Cos once you two and six-pence  
got;

Now, one and three pence quite a  
lot!

I find it hard to live in a land  
Where the price of things is  
soaring;

So, rise boys and lend me a hand  
To raise up the dollar that's fall-  
ing.

For we've been very hard hit, boys,  
And you know it as well as me;  
Then act like men;—not kids with  
toys,

Or we'll drop below one and three.

Let's call the dollar a ball, boys,  
And slumps the goal-posts you see  
The opponents, you know them  
well, boys,

So we'll play up, you, and—me.

There goes the ball with a sound-  
ing kick,  
Geat straight into "Goal" it has  
sped.

Their goalies cries "will not be  
licked,"  
But what the game's ours instead.

—M. R. G.

## 'RELIGION OF MAN.'

### Sir R. Tagore's Lecture at Oxford.

London, May 20.

Sir Rabindranath Tagore, clad in a white robe, covered by a black silk gown, delivered the first of his Hibbert lectures at Oxford University on "The Religion of Man."

He traced man's evolution and the development of the divine principle of unity.



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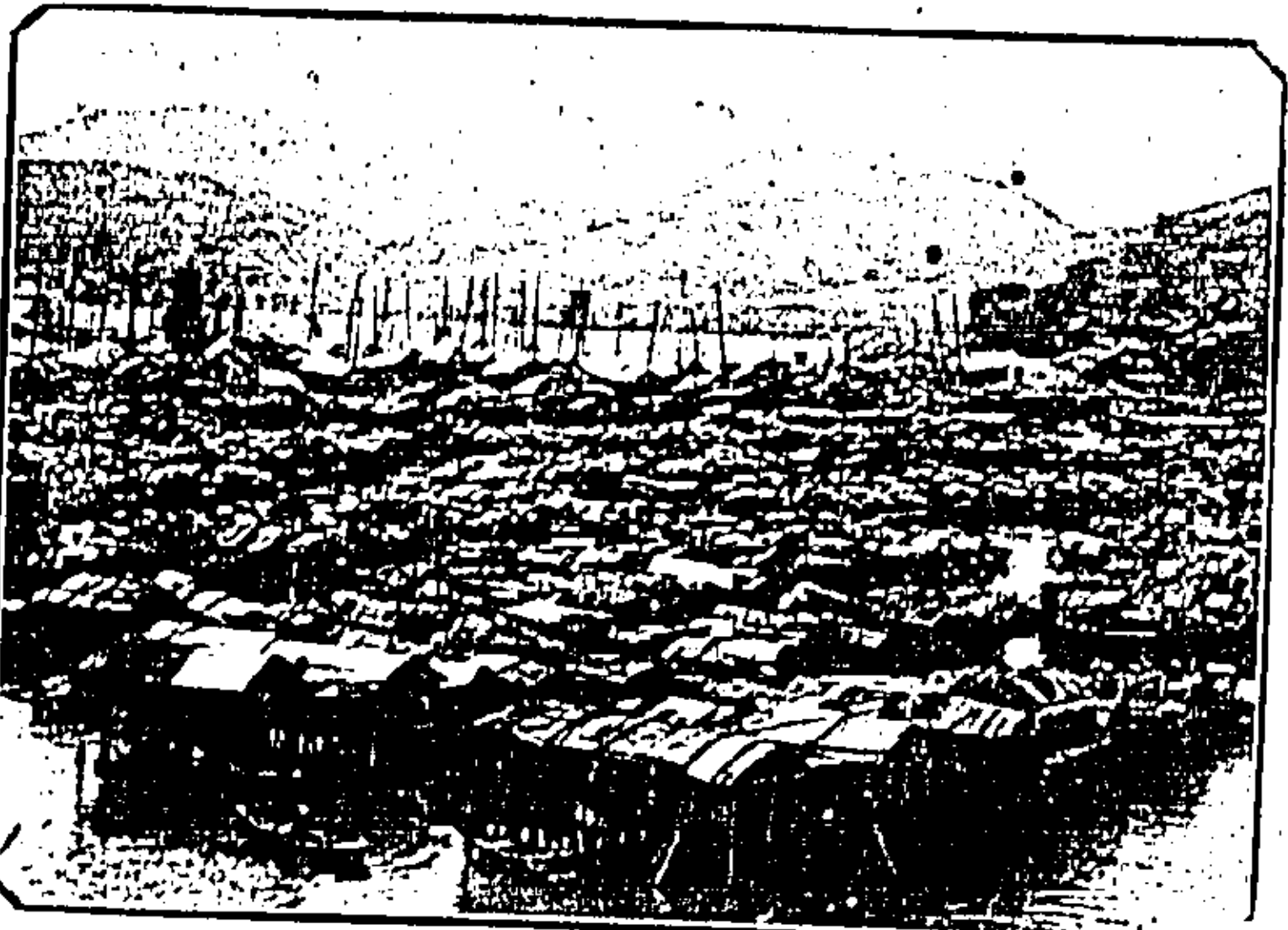
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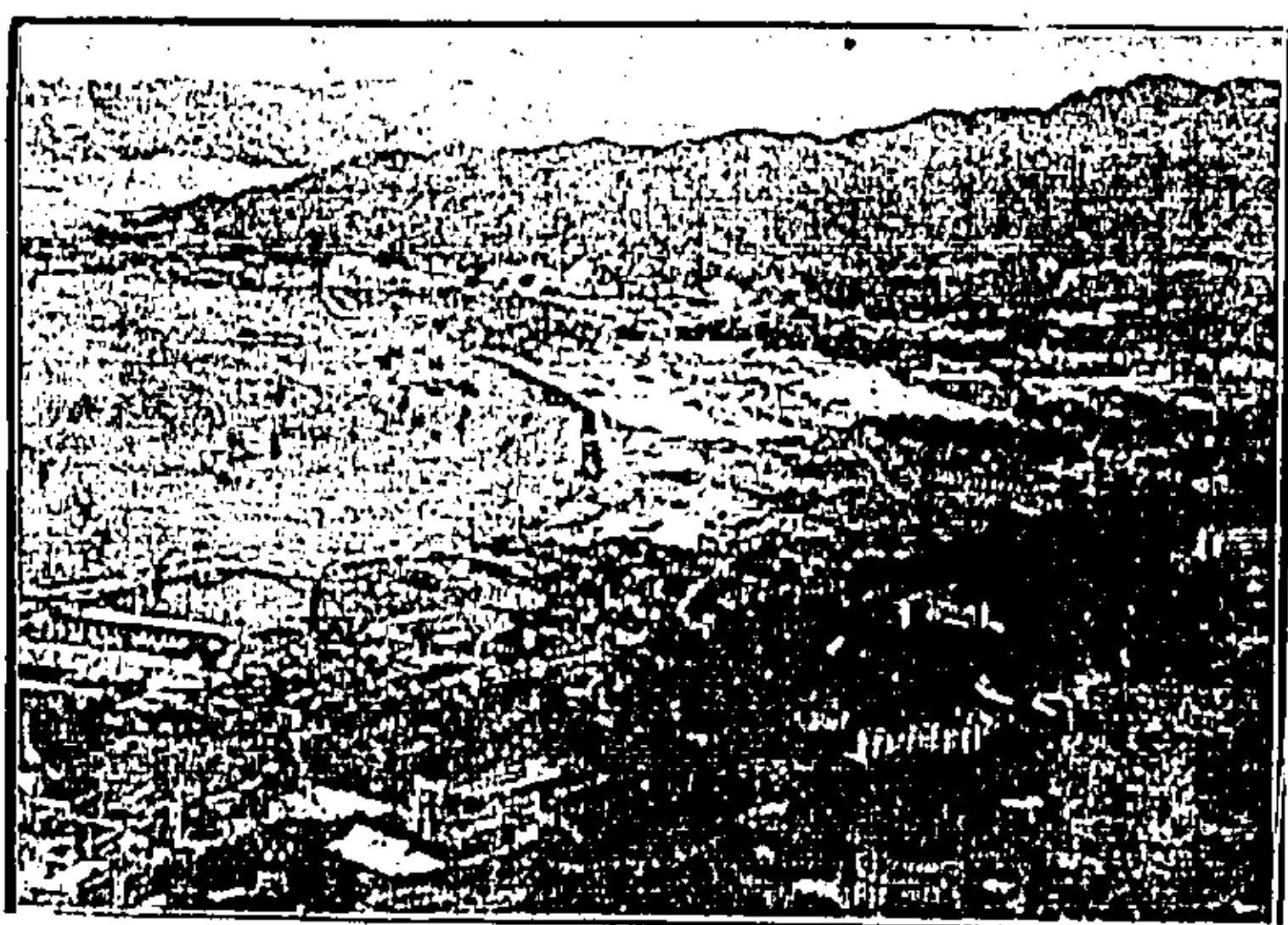
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**STREET SEAMSTRESSES**—The rich boys are very dependent on these Chinese sewing women, who repair their clothes for a few cents. Note their bound feet.—(Lee Fong).



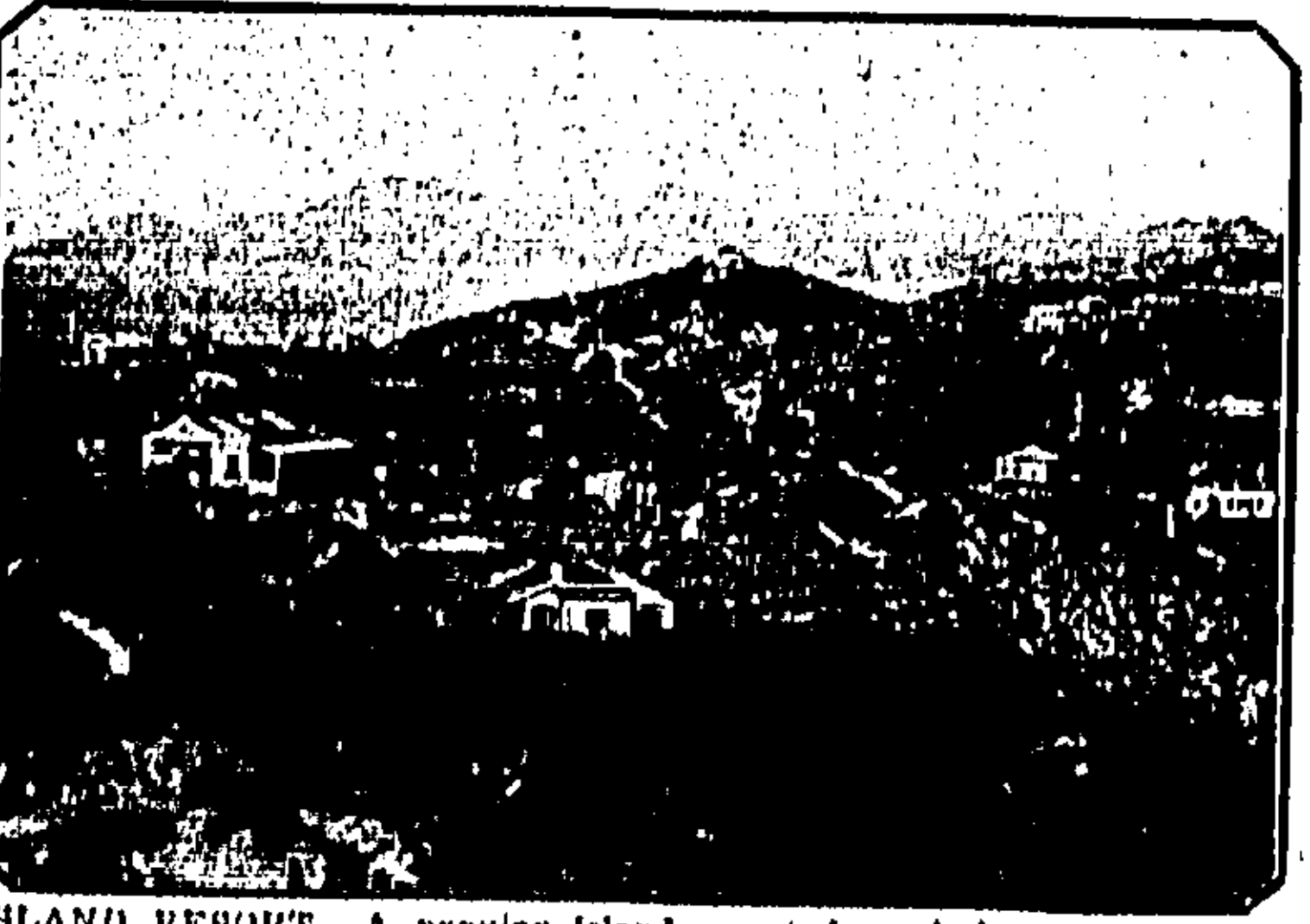
**SHAUKIWAN BAY**—An animated scene at Shaukiwai Bay, where thousands of Chinese fisher folk daily manage to eke out an existence from the toil of the sea.—(Lee Fong).



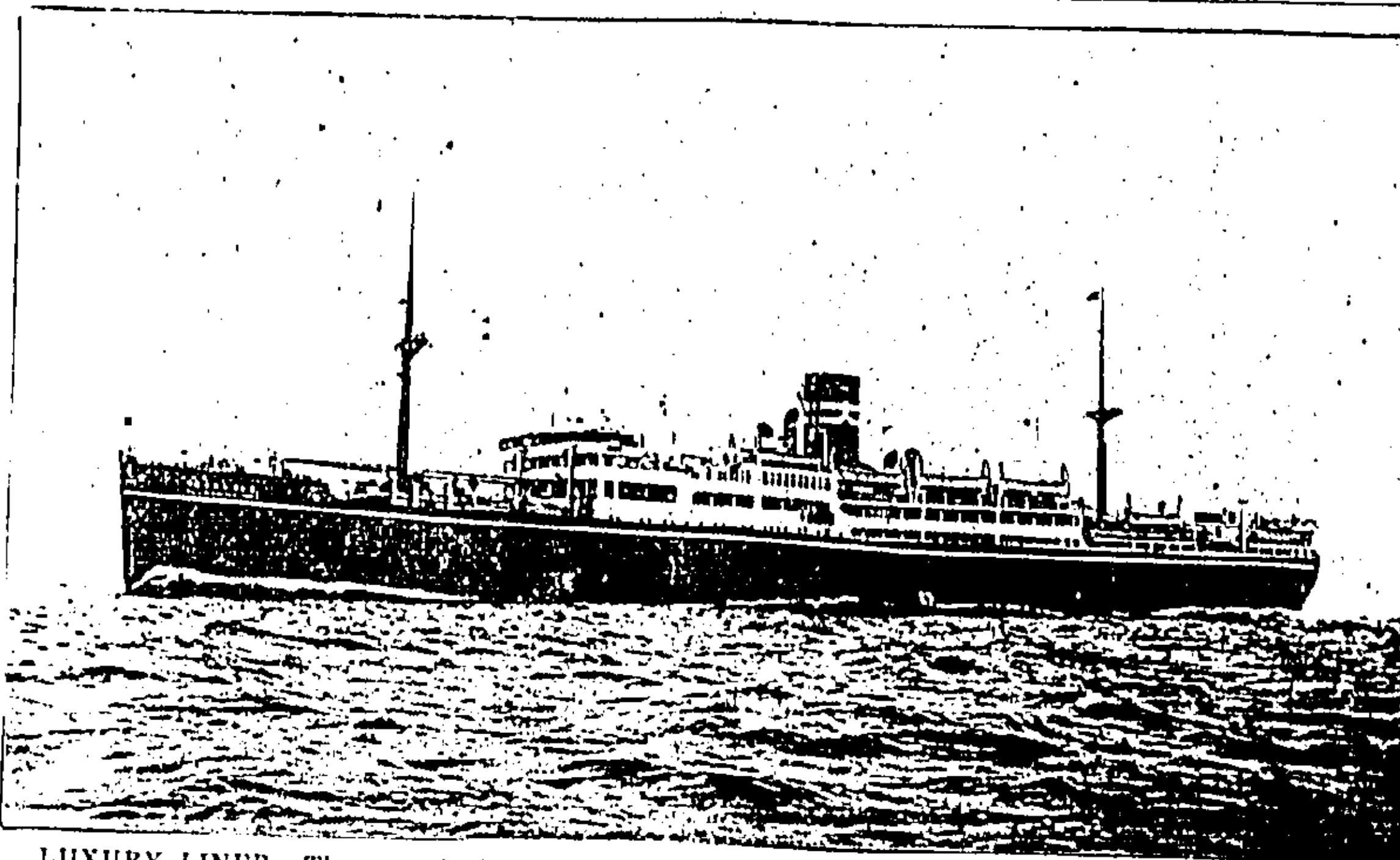
**PANORAMA OF HONG KONG**—A fine panoramic view of Hong Kong, taken from Victoria Peak, showing the new Reclamation with Causeway Bay in the distance.—(Lee Fong).



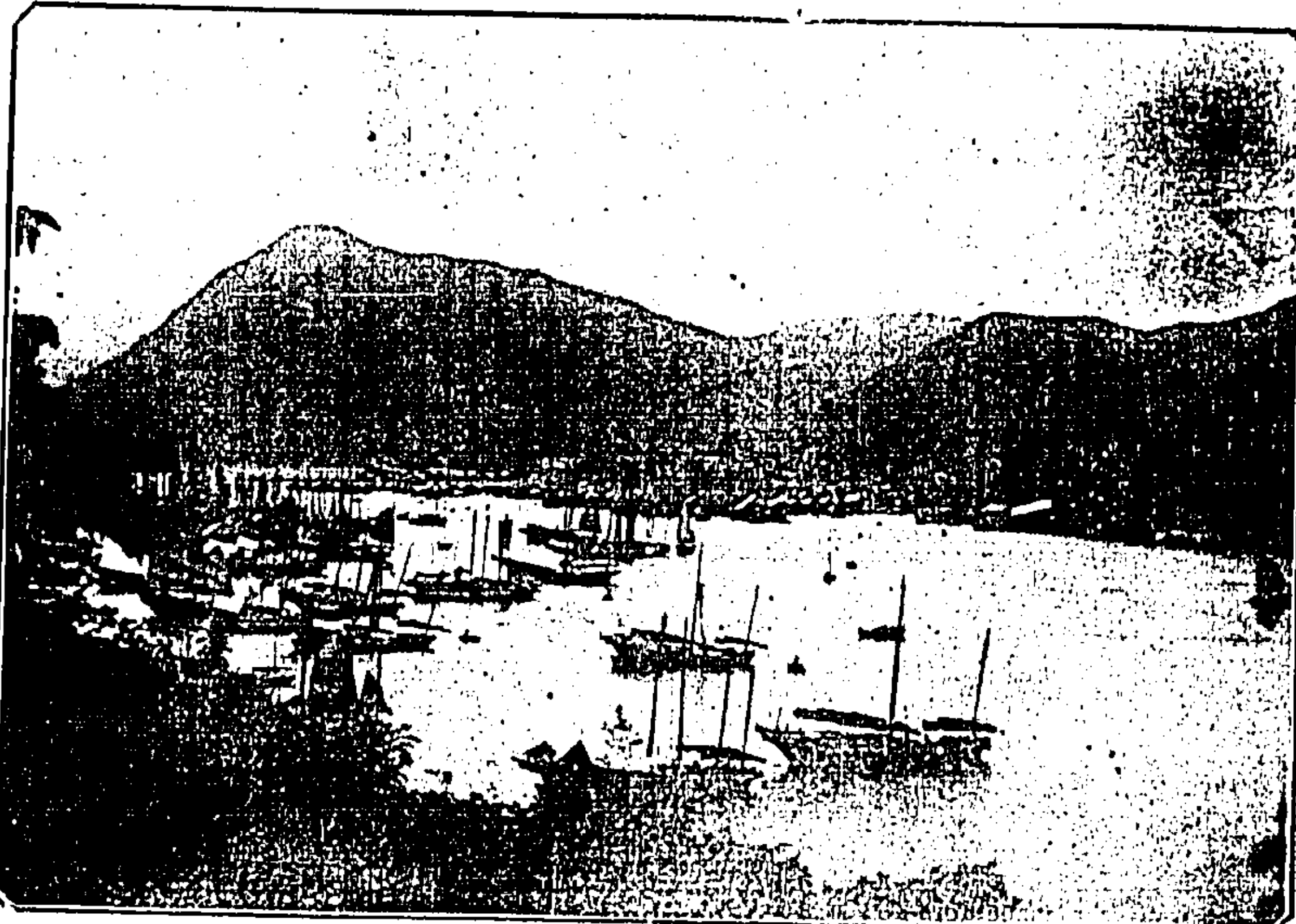
**YOUNG CHINA**—A charming street scene in Hong Kong, showing little girls of not more than thirteen carrying the younger members of the family.—(Lee Fong).



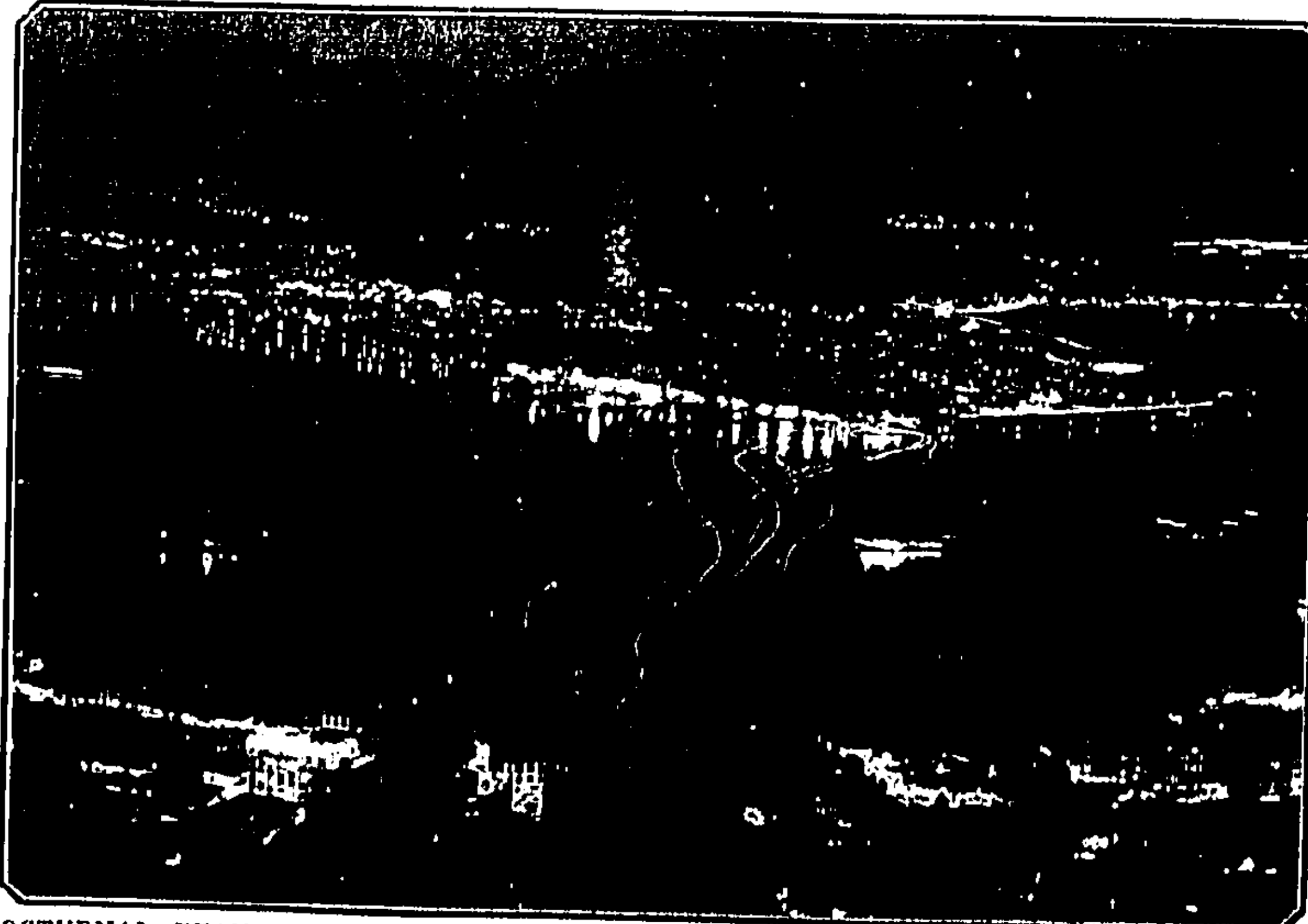
**ISLAND RESORT**—A popular island resort for missionaries from the North, Cheung Chau provides all facilities for bathing and short rambles, and it is within easy access of Hong Kong.—(Lee Fong).



**LUXURY LINER**—The new Osaka Shosen Kaisha motor liner Rio de Janeiro Maru, which has a gross tonnage of 10,000, and a speed of 18 knots.



**ABERDEEN BAY**—An interesting photograph of Aberdeen Bay, where the visitor may always see typical Chinese fishing folk on their junks and sampans. There is quite a large fishing trade done here.—(Lee Fong).



**NOCTURNAL BEAUTY**—Travellers to Hong Kong never fail to feel the enchantment of the night scene, when hundreds of buildings lit by electricity make the Colony a fairyland.—(Lee Fong).



**CALM AFTER STORM**—Hong Kong harbour after a storm. The fading sunset manages to break through a rift in the pall of clouds and scintillate on the waters.—(Lee Fong).

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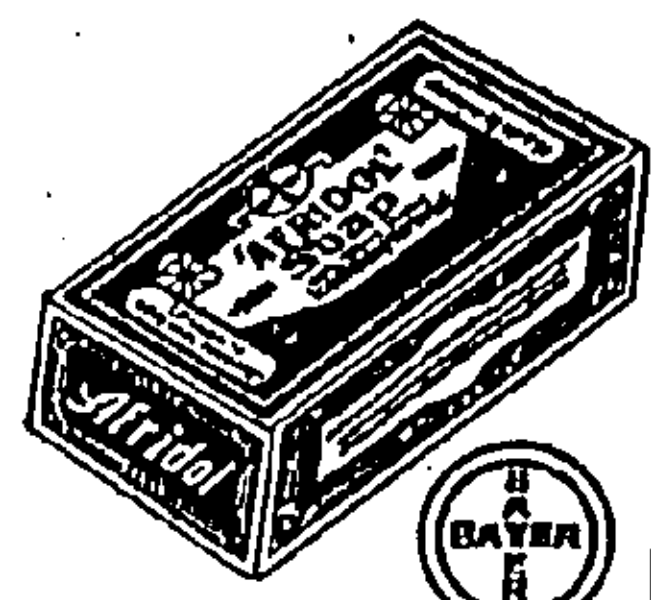
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# The Woman's Page



## PLUM PUDDING.

Take 2 heaped tablespoonfuls dripping or butter, 1½ cups sugar, 2 heaped cupfuls plain flour, 2 teaspoonfuls bicarbonate of soda, salt and spices to taste, 2 cupfuls scalded raisins, 2 pieces lemon peel, finely sliced. Beat shortening and sugar, add about one cupful of milk, add flour with soda, salt and spice sifted well through it, then fruit. Mix well, adding more milk if necessary to make a fairly soft mixture. Divide into three and boil in floured cloth for three hours. These puddings will improve if kept for three days and rebolled for one hour before serving.

## BACK TREATMENT.

## Evening Gowns Varied.

An innovation in dress show took place in mail week, writes "A Londoner," when one of the most exclusive drapery houses took the ballroom adjoining salons and the garden tea-rooms in one of the new hotels, to show their collection. It was a very lengthy sitting. There were Court gowns as well as wedding gowns, and a great multitude of tea gowns.

A notable feature of the show was the insistence on the use of black and white and black and pink for very smart clothes for both day and evening. They were for older women while pastel tints



A popular feature this summer is the scarf chainable in brilliant colours, made of fine quality crepe de chine with smart hand-blocked or hand-painted designs.

prevailed for youth. One evening ensemble in black and white remained had a bodice which came down to a white point into the black skirt at the back, only a bertha of white showing in front. Another black dinner dress had a big posy of pink and black flowers at the waist, while a pink and black evening dress was fashioned with a pink tulle top.

A good deal of a new uncrushable net is being used in several different weights, in jersey net and finer fishnet. And there is a new and charming double georgette called "fleur de soie," which is being used in making the favourite princess styles for dance wear. This was shown in the new dusty white, and showed clever panels put on perpendicularly to give fullness to the skirt.

Jewels were shown at all the parades in the form of brooches and buckles, which were fixed at the back of dresses where there was a long open back line. But at many shows this open back was modified in so many ways that it ceased to be as revealing as was at first thought. It remained the smartest treatment of back, but as it was often filled in with transparent nude chiffon, or with fine lace towards the end of the point, it was not as difficult to wear as was thought at first.

At the Dolly Vardon Hat Shop you will find a very wonderful collection of Summer dresses. Ninon, Voiles, suitable for afternoon and evening wear in all colourings, and—as seen in Vogue, for the morning and for the beach. Muslins, prints and linen in a wide range of styles at a very reasonable price.

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(opposite Hong Kong Hotel).

## AIR FASHIONS.

Amy Johnson's flying rig shorts and khaki shirt is simplicity itself. Not so simple but interestingly original is this outfit of white suede, which matches the fleecy clouds when Miss Betty Hunter, the American aviatrix, pilots her machine aloft.

Together with other striking models it was paraded at the recent Air Fashion Show in New York—the first of its kind, and an interesting indication of the hold aviation is gaining over the community.

A London authority also records a marked increase in the numbers of women flyers and reports that women are applying for admission to the aero clubs in greater numbers than men. With Amy Johnson's remarkable feat to entice them still further, it looks as if the men will have to do something about it.

One big British firm has opened a special aeroplane department, a section of which is given to women's flying clothes.

## EARLY VICTORIAN.

The hip-length evening jacket is at the height of its vogue. For the Summer it is made without fur trimming. Some of these jackets have high gathered collars, others are finished with just a bow at the back of the neck, and others have just a little stiff upstanding collar of the directoire style.

Very pale pink is one of the favourite colours for evening, especially for young people, and some of the dressmakers are combining pink and blue with charming effect. A young girl's frock made in early Victorian style with plain, very full skirts hanging from a high waistline was made of pale blue chiffon, veiled in palest pink and dotted here and there with posies of moss rosebuds and forget-me-nots. A similar posy was tucked in the coil of hair she wore at the nape of the neck.

## STARTLING DEPARTURE.

Dame Fashion decrees that every woman should wear her skirts to the ankles, even for street wear.

This startling departure from the usually accepted fourteen inches from the floor for daytime frocks, is, according to Travis Banton, Paramount stylist, the inevitable swing of the fashion cycle.

A frock in black crepe worn by Natalie Moorhead in "The Benson Murder Case," a Paramount production, is a chic example of the new fashion descent.

From the natural waist line to the knees the frock fits to the lines of the figure. A short circular peplum is followed by a longer flounce that terminates at the ankles. The neck line of this costume is set off with a wide collar and tie of white satin. A large pin catches the tie at the shoulder. Miss Moorhead's hat is of satin ribbons, crushed into a chic turban that is caught by long bows over each ear.

## The New Modified Silhouette.



A choice selection of summer wear showing the new modified silhouette. The waistline is marked and the flaring hemline preserved. This collection comprises, printed crepe with lingerie collars and cuffs, flat crepe in black and colours, sleeveless dress and jacket of flat crepe, and chiffon in black.

## CHILDREN AND FLATS.

Children are not made for flats, therefore flats must be made for children. The first thing the wise mother makes for is a wide, quiet street, where the air is fresh and the traffic unlikely to prove a disturbance at bedtime. She is careful to avoid a low-lying district, for the higher the situation the more confidently can she settle on the ground floor and reap the benefit of the garden.

This is the ideal solution of the problem; an airy ground floor flat differs in size only from a house. Sunlight, room for ball, hide-and-seek and mud-pie, and freedom to make plenty of noise are all secured by the garden. The wise mother furnishes an ordinary flat simply, knowing that if children have no garden to tear about in, it is only fair to give them every chance to romp indoors.

A complete absence of knick-knacks and a general strength and solidity of tables and chairs characterise all her rooms. A flat roof, if it is properly safeguarded by strong wire netting, sloping sufficiently upwards to defeat the youthful climbing ambition, however much stimulated by "dare," makes an excellent playground. A few tubs and boxes provide the children with their own little gardens, and a sand heap is really far less impracticable than it sounds. Up there the little ones have the air and sun as well as being safely out of the way during the domestic rush hours.

## BONELESS.

## The New Corsettes Described.

Manufacturers are busy putting their heads together to evolve foundation garments which will meet the revolutionary demands of the new silhouette.

One of the newest and most interesting is a long boneless corset or combination, as it is sometimes called. Fashioned with a light, firm waist, the firmness is



A Jolly Tar effect can be adapted to wear in the boudoir or the beach.

secured through rows of criss-cross-stitching introduced to hold the reinforcement beneath in place.

One popular model of glazed cotton batiste is intricately seamed front and back so as to outline and emphasise the long hip sections and high waist. No definite joining of the brassiere to the body of the garment is seen, the batiste joining of the brassiere to the body of the garment is seen, the batiste extending up from the body to form the lower section of the brassiere. Lace fashions the upper part. Elastic panels provide adjustment, and are placed at the side, back from the waist down. Removable elastic shoulder straps are another feature of this interesting new garment.

Smart women are also buying an all-silk elastic 16-inch step in garment boned only over the diaphragm. One 14-inch model is featured without bones, while a third has a wide plastron of brocade posed at the centre and reinforced round the bottom, where the garment is grasped when pulling it down on the figure.

The newest brassieres show a soft moulded line; and there is a tendency to avoid the extreme up-lifting type. Length is the important thing at the present time, say the designers.

One much-sought-after brassiere fastens down the centre back, and is made of rayon tricot and brocade. The tricot is used for the bust sections, and brocade is fashioned into a wide band at the bottom, which comes well over the corset. Elastic gorges tend to make the garment, which is also carried out in satin, cling snugly to the waist.

## LONG SKIRTS.

American women are wearing their skirts longer than Europeans, it was stated recently when Travis Banton, fashion creator at the Paramount studios in Hollywood, returned to the film colony after a two-and-a-half-month tour of the old world.

"Our women have really gone in for long skirts," Banton said. "This is surprising, when one considers the furor caused last fall when the hem-line dropped."

Some of the outstanding details of the modes for the approaching season, according to Banton, are brimmed hats, lavish use of jewels with all types of costumes, the train for all formal gowns, the necessity for further feminine slenderness, due to the revealing waist lines of the new clothes.

"The striking colour scheme of Paris is black and white," he said. "It is seen every hour of the day and utilised for every type of frock."

## BRITISH CREATIONS.

The British dressmakers, Molyneux and Norman Hartnell, are turning out a lot of lovely gowns for the London season. Norman Hartnell favours Victorian styles for the debutante, whose frocks are usually of chiffon, tulle, or net with masses of tiny flounces, whilst for the older woman he makes draped gowns on long flowing lines. He is very fond of the bridal gown cut medieval fashion and made of soft satin or lame. The new gold and silver lame, in which the gold and silver are intermingled, is particularly beautiful and very light and soft.

One thing Paris insists upon at present, and that is that white kid gloves shall be worn with evening dress on formal occasions; and I must say they look well with the long evening frocks. Some women wear short ones, others wear gloves just reaching to the elbow.

## A CONTRAST.

In grandmother's day it was comely to blush and simper when the whiskered beau knelt at her feet and began—"Miss Prue,

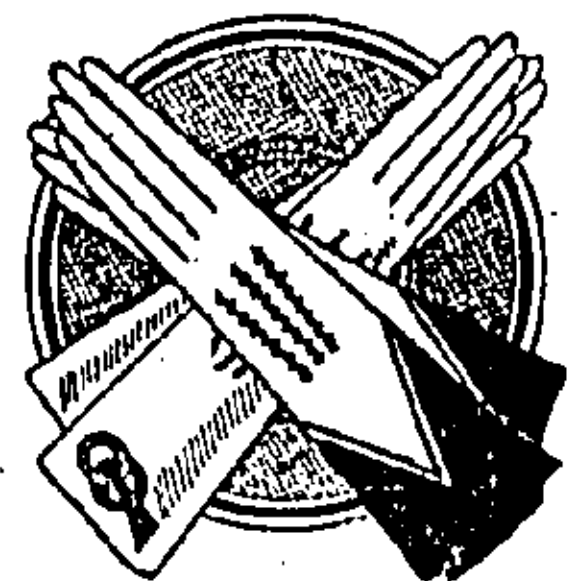
"For long I have dared to hope that you  
"Are not indifferent—may I plead  
"My cause with your dear father?"  
But the modern pair no words will waste—  
A hand leaves the wheel and surrounds her in haste.  
"You're a fine old kid, and all that rot—  
"Let's get married, eh? What—  
"what?"  
And the girl as she puffs the fragrant weed  
Says "Right-o—boy! Rather!"  
—A.W. in Sydney Sun.

## SEIZED GOWNS.

## Fashion House and Customs.

Paris, May 25. Further complaints of the action of the New York Customs authorities, whose secret agents in Europe are alleged to have obtained photographic copies of the company's books, are made to-day by the dressmaking firm of Paul Poiret. The Customs Department are said to have paid £10,000 for the photographs, and the incident is said to have been the cause of the suicide of the firm's chief accountant, M. Bay.

Messrs. Poiret now announce that they will take the matter to the Minister of Commerce, thus making it a diplomatic affair. The accounts photographed were



Gloves of French kid, with new novelty cuffs in white with contrasting trimming.

the dress bills of Mrs. Robert Dodge, a millionaire, who was fined \$42,657 for smuggling on arriving in New York from Paris on May 1 last.

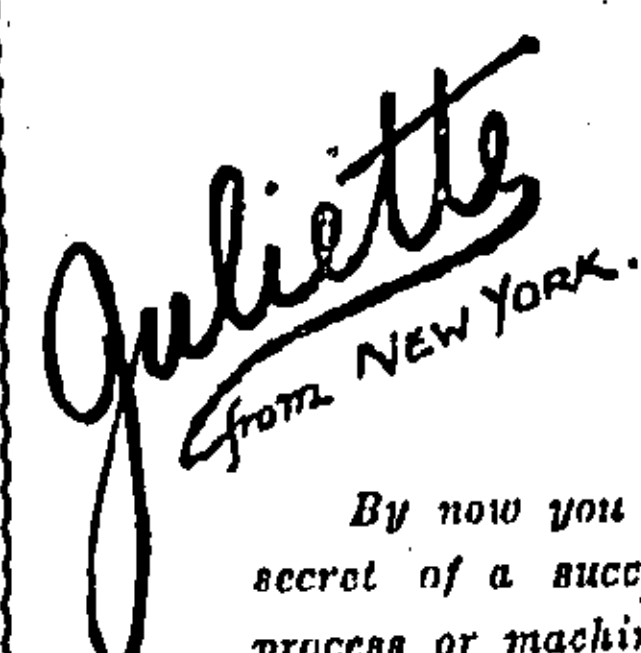
Messrs. Poiret, before the Dodge affair, sent 52 dresses for exhibition in the United States. They were to be returned to Paris after the exhibition, and were accompanied by proper Customs declarations duly authenticated by the United States Consul in Paris, and a deposit of \$1,050 was paid as a guarantee. But now, it is said, although the dresses have been in the United States since April, the authorities there refuse either to allow them to be taken out of the country again or to refund the deposit.

This is attributed by Messrs. Poiret to spite over the Dodge revelations.

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## BONZO

By George Studdy



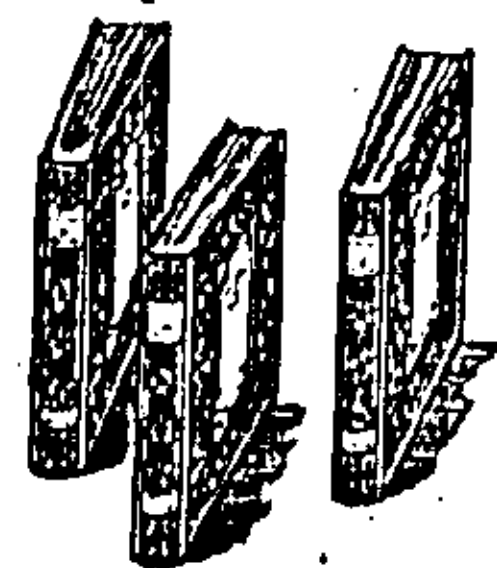
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# ROUND THE GLOBE IN PICTURES

## B.C. Has New Chatelaine



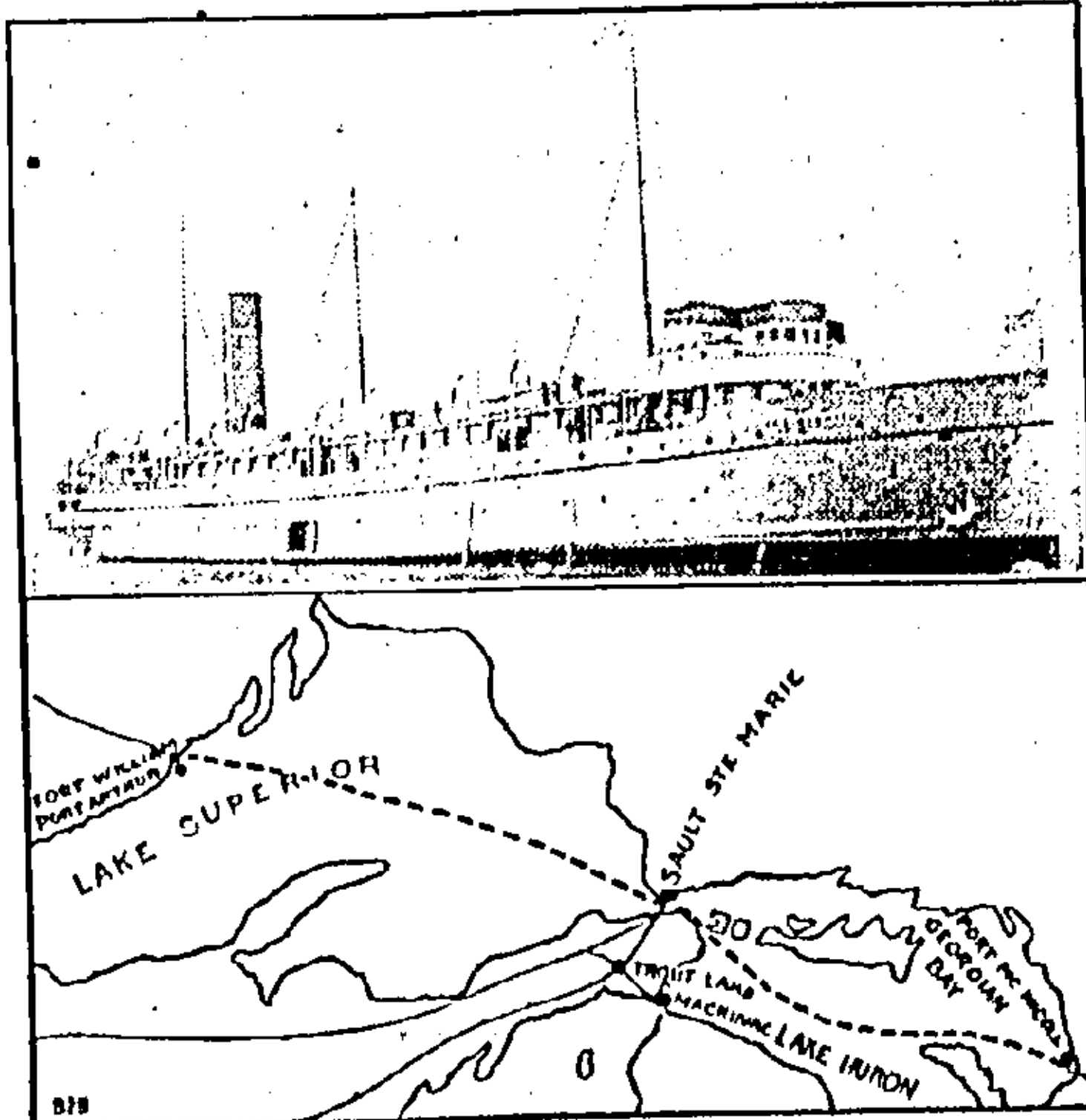
Miss Margaret Bruce Mackenzie, niece of His Honor Randolph Bruce, Lieutenant-Governor of British Columbia, arrived recently at Quebec on board the S.S. Empress of Australia, to take up her duties as hostess at Government House, Victoria. Above sketch is from the clever pencil of Miss Kathleen Shackleton, well known portraitist, who describes her model as "a nut-brown maid with glowing dark eyes". Miss Mackenzie who looks barely out of her teens, is the eldest of four sisters among whom their uncle has so successfully chosen his chatelaine. "I hear we are going to the Highland Gathering at Banff in the Fall," she remarked. "I won't miss Scotland much," Canada's latest "immigrant," as she styles herself, arrived in Canada full of that spirit of optimism which has helped to make the West.

Alister MacDonald.



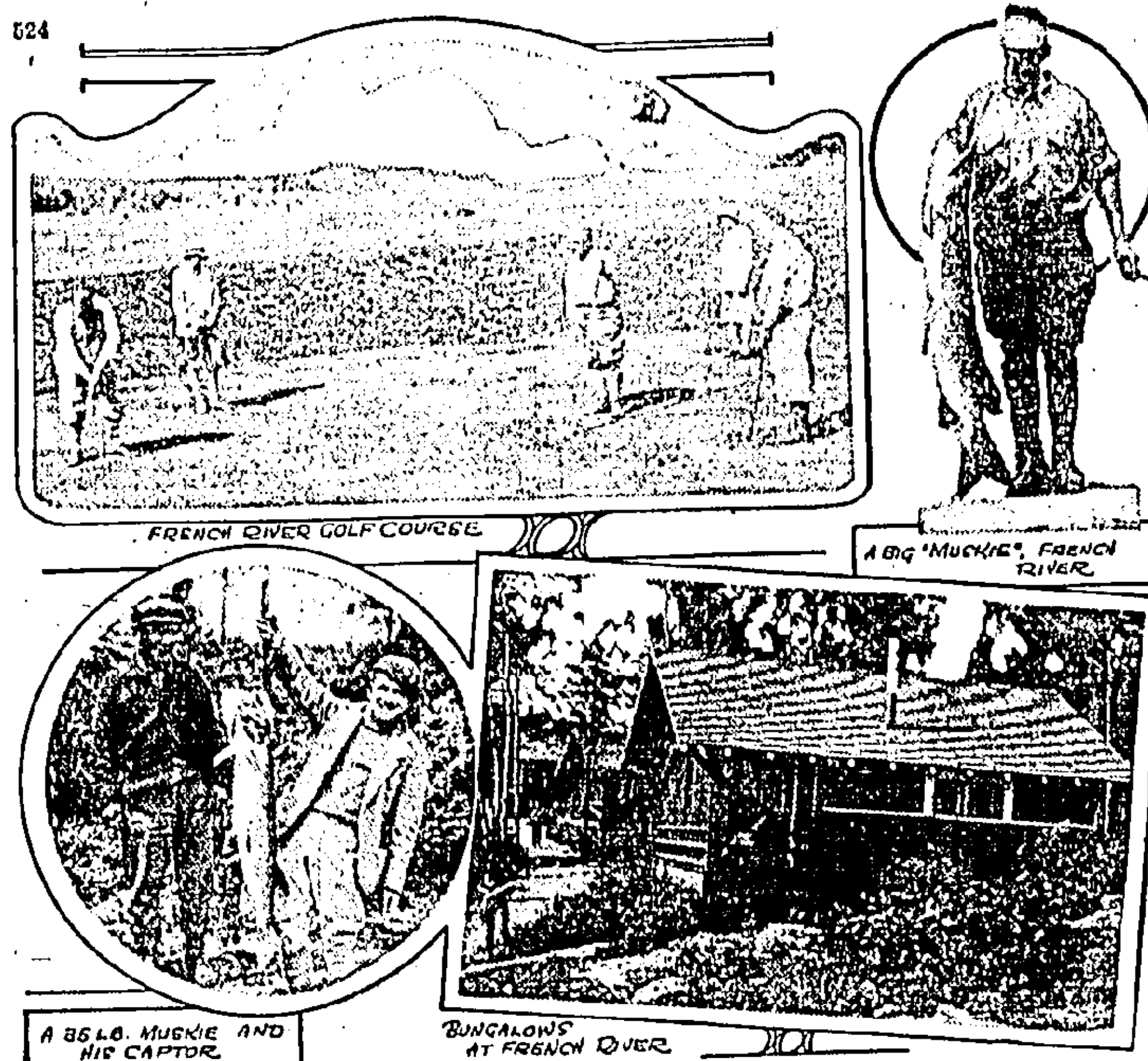
Mr. Alister MacDonald (left), son of Britain's Prime Minister, and himself an architect, left Chicago some weeks ago, where he had been observing architecture, by aeroplane for Kansas City. He was seen off by W. F. Bliss (right), local manager of Universal Airlines.

## Sail Inland Oceans



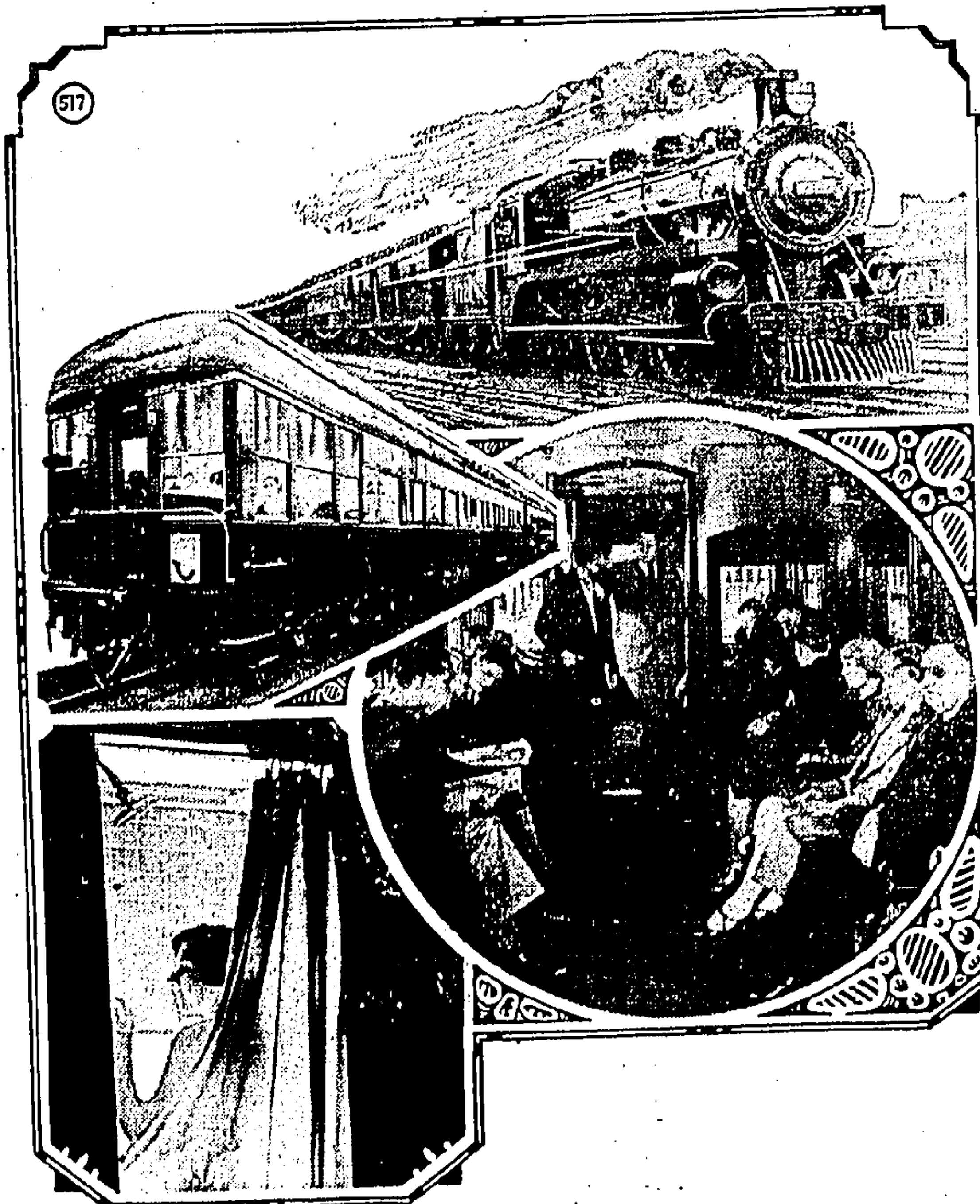
Passenger service on the Great Lakes is now opened for the summer season and the three fine vessels of the Canadian Pacific fleet on these waters, a.s. Assiniboia, Kewadin and Manitoulin, are now at the disposal of the public. Travellers wishing to vary the railway trip between Toronto and Winnipeg are now able to make a pleasant change by taking ship at Port McNicoll and passing through Lakes Huron and Superior, via Sault Ste. Marie, to Port Arthur and Fort William. At the latter point they tranship to the Canadian Pacific trans-continental train and continue their journey to Winnipeg and the coast. Lay-out shows a.s. Assiniboia, a fine vessel of 3,800 tons, and having accommodation for 200 first-class passengers, and sketch map of Great Lakes route.

## French River, Home of Wiley "Muskie," Will Soon Echo Cries of Elated Anglers As They Battle Fresh Water Tiger.



"Now is the time for all good fishermen to prepare for that summer trip" is an appropriate slogan for disciples of Isaac Walton these balmy spring days. A successful fishing trip depends largely upon the careful selection of location, tackle and even associates, for many a party has been ruined by the last-minute introduction of a "wet blanket" to an otherwise congenial collection of sportsmen. One of the most interesting fishing streams in North America is French River, Ontario, 215 miles north of Toronto on the Canadian Pacific Railway. This lovely river is celebrated as the habitat of the fighting muskellunge, one of the gamest fish known; huge Great Northern pike, pickerel, an abundance of small-mouth and large-mouth black bass and other finny prizes. To accommodate sportsmen and their families, a fine bungalow camp—a collection of individual cottages centring around a main clubhouse—has been erected on a cliff overlooking the river. Here the fisherman and his family can "rough it in comfort," far from the cares and annoyances of a work-a-day world. That big "muskies" are plentiful at French River is proven by the fact that one recent summer a monster muskie weighing 55 pounds was taken in the North Channel at the mouth of the Wolseley River. Also, not long ago a party of Ohio sportsmen caught, besides their daily limit of bass, pike and pickerel, no less than seventeen "muskies" ranging from 10 to 38½ lbs. In 1926 a "muskie" of 35 pounds weight, 50 inches long and 21 inches in girth was taken in the main channel of the French, one mile from the bungalow camp. The French River Bungalow Camp opened on June 15 and remain open until September 15. Jack Strathdee, its genial manager, is an experienced outdoorsman whose chief delight is coaching the uninitiated in the art of luring the fish. French River also has a fine 9-hole golf course so that devotees of the royal and ancient game who are also fond of fishing need not entirely forgo the former sport in favour of the latter.

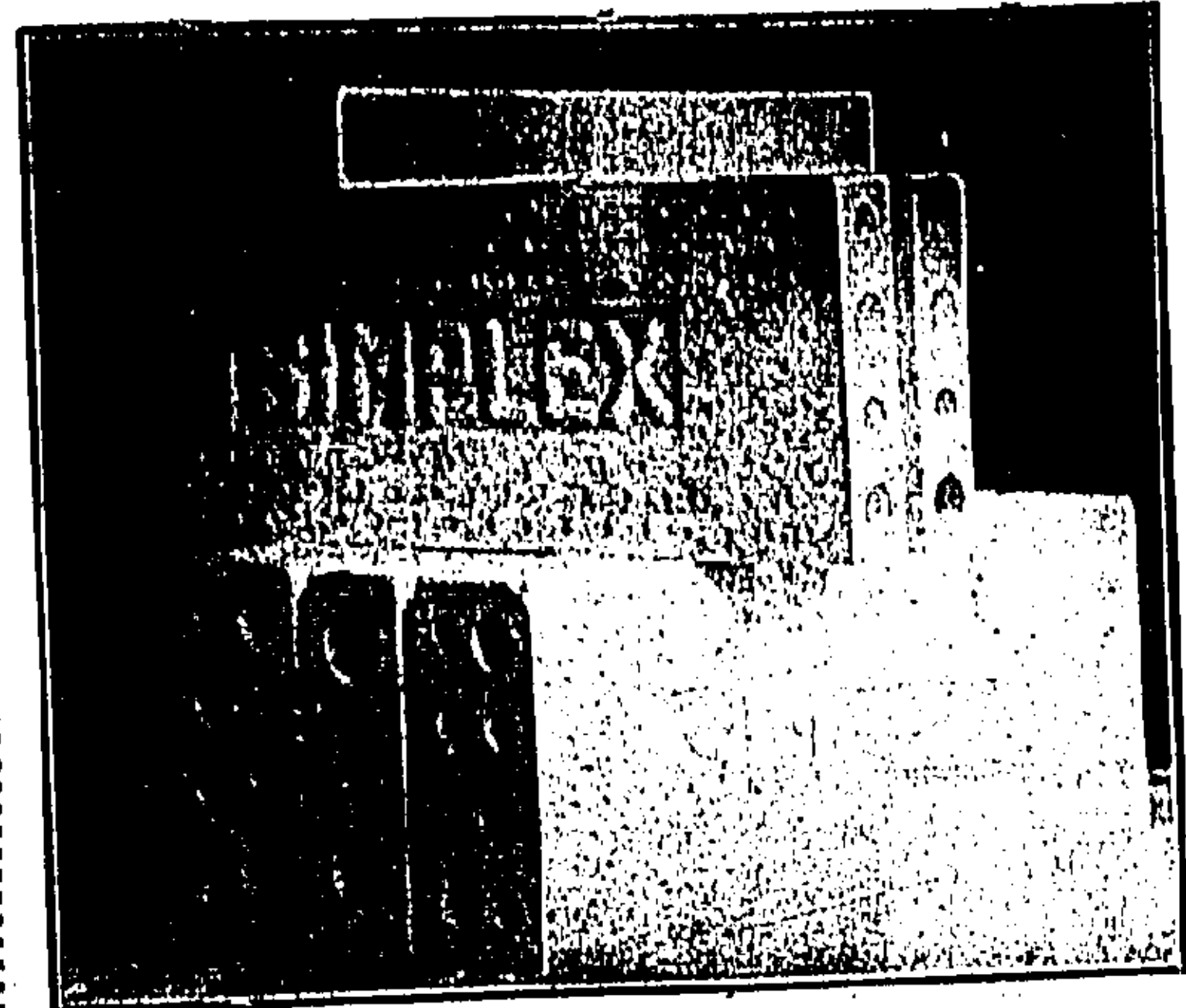
## Trans-Canada Starts Season



The twelfth consecutive season of the Trans-Canada Limited, Canadian Pacific flyer de luxe across the Dominion commenced when the train leaves the Windsor station, Montreal, at 6.45 p.m. daylight time, on May 17. Canada's Permanent head has in divide each of the eight section miles between Montreal and Vancouver in 80 hours, fifteen minutes and return in 80 hours, fifteen minutes. In the period of its running between these points the Trans-Canada Limited will make 208 trips up to September 27. Eight million dollars has gone into the cost of equipment for the Trans-Canada and this service will absorb 12 train crews and 24 engine crews. The sleeping cars—of all steel—are finished in rich velvet, upholstered in a colourful flowered tapestry pattern, fitted with specially designed fixtures and carpeted and curtained in a deep shade of brown. Permanent head boards divide each of the eight sections from its neighbour giving increased privacy; and two compartments and a dressing room, each finished in similar style, take up the balance of the sleeper, apart from the unusually roomy dressing room for men and women. The dining cars are finished in a like manner and have forced ventilation whereby fresh air is sucked out of the car by powerful fans, ensuring a fresh atmosphere. Heat and equipment as it is technically called, is featured by the unique solarium lounge car containing green tile bathtubs, spacious dressing rooms and a lounge compartment glazed with vitreous to admit the ultra-violet and most beneficial sun rays. Lay-out shows Trans-Canada leaving the Windsor Street station, Montreal, on its long journey: Solarium car, Lounge car and Ladies' shower.

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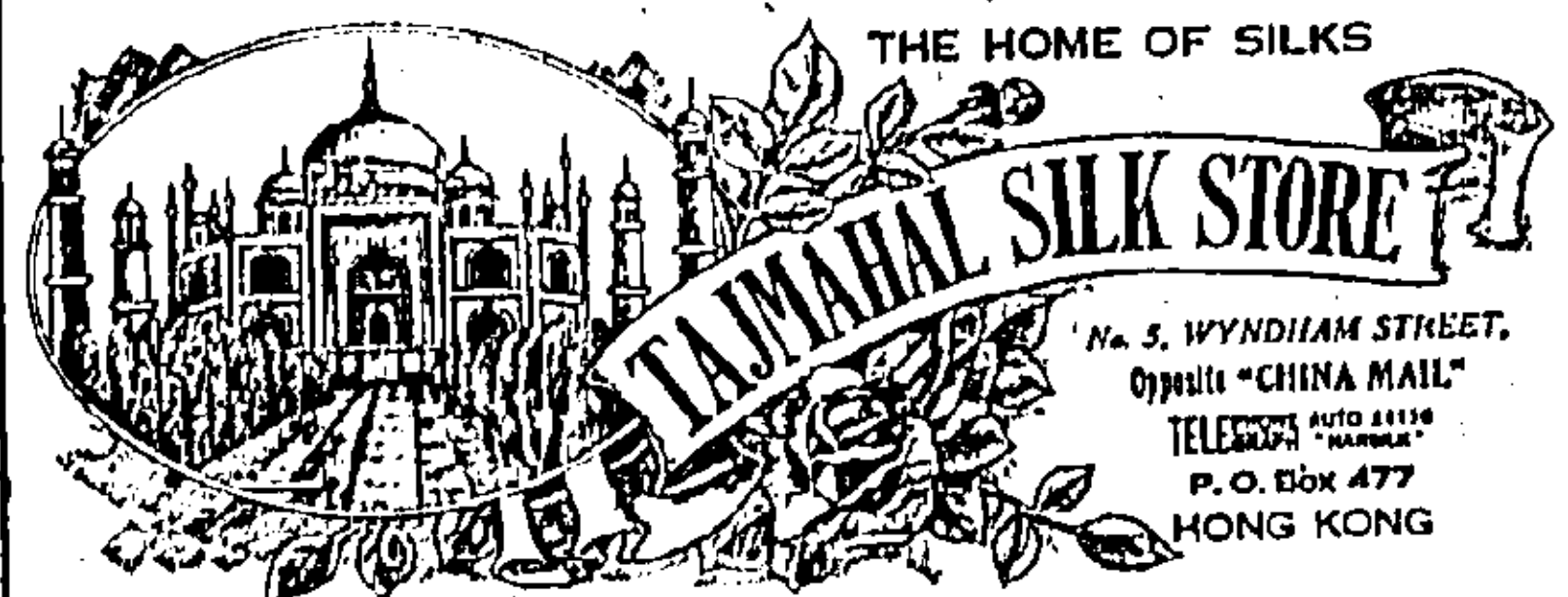
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HONG KONG AND NEW TERRITORIES—No. 6.

## Chinese Medicine.

Volume VI Part I of *The Garden's Bulletin*, Straits Settlements, is entitled "On Chinese Medicine". Drugs of Chinese Pharmacies in Malaya. Under this head the author, David Hooper, has described 456 Medicines most of which are prepared from plants though such things as the skins of Cicadas, dried silkworms, tiger's bones, etc., are also included. As the Chinese pharmacists in Malaya are Cantonese it follows that the majority of the medicines mentioned in this work have their origin in Kwangtung and therefore this publication may be of interest to many Hong Kong readers. This number of *The Garden's Bulletin* may be obtained from the Botanic Gardens, Singapore, S.S., for \$2.50 Straits Currency. Unfortunately there are some errors in the Chinese names but a corrigendum sheet is being prepared and will be sent to those who desire it.

## Buddha's Lamp.

In the first of these series of notes I mentioned a shrub in flower in Hong Kong in early May which is characterised by possessing a flower containing one very much enlarged sepal pure white in colour this shrub is called *Mussaenda arana* and is sometimes referred to as "Buddha's Lamp." In Malaya there are several species with sepals white, cream, yellow, or pink in colour. In the Botanic Gardens Singapore is a shrub of this genus called *M. erythrophylla* a native of the Congo. This plant has vivid scarlet sepals and both the sepals and the flower buds are covered with red hairs.

This attractive plant ought to flourish in sheltered places in Hong Kong.

## A Visit to a Coral Reef.

Through the courtesy of the Fisheries' Economist at Singapore I was fortunate to accompany him on a trip in S.L. Shark to a coral reef near Alligator Island. Early one morning we steamed slowly out of Singapore in a south-westerly direction. Near the harbour were a few dug-out canoes in each of which one or two Malays were seated fishing with hand lines. Further out, in the main channel, we saw a Malay bringing home in his boat the week's catch from his fish traps. We stopped and examined the fish, many were coral fish, angel fish and spade fish, of quaint shapes and vivid colours. I recognised species occasionally met with in the Hong Kong or Shaukiwan markets. Before 11 a.m. we paid a short visit to Saluk Island, commonly called Snake Island because of the numbers of sea-snakes frequently met with there, but saw little of interest other than some rather fine clam shells.

After 11 a.m. we prepared for our visit to the coral reef flanking Alligator Island. As a protection against sharp corals, poisonous fishes, and deadly snakes, we put on rubber boots reaching half way up the thighs. Two of us carried cameras and stands and the other took with us a Malay who carried a couple of buckets for specimens. In addition to a camera I carried a murderous looking trident, or rather a five-pronged weapon on the end of a bamboo pole, a weapon of

offence rather than defence! Although the waters near Singapore are in some places very clear they contain much fine sediment brought down by the Malayan rivers, which settles to the bottom and impedes the growth of corals. Wading through lagoons in these reefs stirs up this fine mud and any disturbed fish can easily hide itself amongst the multibranched corals or seaweeds. Although the water is very warm yet because of the fine mud coral growth near Malaya cannot be compared in quantity or diversity of form with that found in the seas off the N.E. coast of Java. There was, however, much of fascinating interest; I noticed a sea anemone in a foot across of a beautiful rose colour. Sponges of many colours were abundant black, and pale green, and deep blue; the commonest sponge about the size of a coconut was a vivid vermilion red in colour. These sponges have no commercial value being largely calcareous and therefore gritty. Amongst the corals and seaweeds were a great variety of brilliantly coloured fish several of which occur near Hong Kong. The brilliant green and scarlet parrot fish was conspicuous and also a fish, gold and silver in colour with a black spot, somewhat like the Huk Deem Yui of Chinese waters.

Here and there were octopods on the prowl in search of crabs, or fish, for supper. The lightning rapidity with which an octopus can change its colour is amazing, now it is dark brown, now cream. I speared one of these evil-looking cephalopods with my 5-pronged spear but it attached itself so firmly to the coral with its suckers on its long and elastic arms that it could only be removed with difficulty. Octopods are used for bait for a variety of fishes. One octopus put its head out from behind a piece of coral and I thought at first that I had seen a land so realistic was the resemblance, this one got away but I presently added two more to the basket and also a vivid green eel about 13 inches long. The sun was very hot and after some hours on the reef we were glad to get under the shelter of the double awning on the "S.L. Shark" and so to Singapore.

## NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction to be held on MONDAY, the 23rd day of June, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Bute Street, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.								
Registry No.	Locality.	N.	S.	E.	W.	ft.	ft.	ft.	ft.	about	\$	\$
100, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 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G. R. PUBLIC AUCTION.

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction to be held on MONDAY, the 23rd day of June, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tung Choi Street, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements.	Contents in Square feet.	Annual Rental			
Registry No.						
Locality.	N.	S.	E.	W.	Contents in Square feet.	Annual Rental
	ft.	ft.	ft.	ft.	about	\$
Korowon Island Lot No. 3312.	As	per	sale	plan.	3,100	20
Atoll of Korowon Island Lot No. 2213, Tung Chi Street.						

## CHURCHES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

## FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, (1st, in Boston, Mass., U.S.A.)  
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, June 22, 1930, 11.15 a.m.

Subject:—"Is the Universe, including Man, Evolved by Atomic Force?"

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

should not rise against nation, and there should be no more shunting of trucks on the last train out from Kowloon to Fanling, thereby enabling living out here to reach home for dinner before daylight breaks next morning.

In landing this great movement toward universal peace, the residents of the New Territories have shown to the world that their sons are neither forgetful nor unworthy of their great trust. Is it nothing more than mere chance that Fanling should have founded a body of sportmen, with the finest sportsman of them all as Joint Master of the Hunt? We think not; for we can trace in it all the working out of the broad principles of sportsmanship. It would be an evil day for Fanling and Fanling if they, who would eradicate steep-sloping, fox and mosquito hunting, now our most favourite pastimes, could have their way.

According to a report of the National Physical Laboratory portions of the Tower of London are slipping, very slowly, in the direction of the river.

Sales Representatives  
MULLER MACLEAN & CO.  
Inc.

**Forhan's for the gums**  
MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA

## In The Street



All sorts of smokers  
but mostly the same  
cigarette



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THE COOLER SWEETER AND BETTER SMOKE

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One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

## PURELY PIE-CRUST.

Pickings and Prunings of a Pressman.

## Lyrical "Ads."

Ah! the wonderful power of advertising! Picking up a Home periodical the other day, I made the surprising discovery that Northumberland and Durham are absolutely the places for romance and recreation. We have the impartial verdict of a great railway company for it. "Your holiday will be complete in this restful land. . . . You will be thrilled with the romance of wonderful links with the past. . . . on this part of the Drier Side," rhymologizes the copy-writer. Well, we live and learn. First of all it must be explained that the Drier Side is meant in a meteorological and not in the Probation sense—an unfortunate misunderstanding that has no doubt kept many potential tourists away from the salubrious banks of the Wear and the Tyne. But—this is not all!

## Something Missing.

The Roman Wall, Bamburgh Castle, Durham Cathedral and Castle, places of great historic interest, are all well and truly noted by the expert publicity man. But here there is a hint of something missing. Not every tourist is a romanticist—but almost everyone is, or pretends to be—enthusiastic about recreation. Then why not mention Consett Iron Works, or Palmer's Shipyard—surely there is plenty of recreation to be found there. Jarrow, indeed, is not even mentioned in the advertisement, although it is the place where Bede was born, wrote, died, and was buried. A lot of other good men have followed his example since then, too!

## A Few Suggestions.

And surely, to the man with a criminological turn of mind, there must be a wonderful attraction in Durham Gaol? Is it not one of the finest of its kind in England, or even the world? Yes? Then why not tell the public so? And, for the sportsman who finds himself on the Drier Side, is he never to hear of the famous Blyden Races, or of an equally famous spot where the inhabitants once hung the monkey? Poor work, poor work. If ever I have to advertise Yorkshire I shall certainly mention that quaint custom of Hkley Moor, where people are allowed to wander about without a hat! (This latter, of course, being merely by the way). And what about the legend of the Newcastle man who found himself in Sunderland one Saturday night. Scampered work, I'm afraid!

## Why Not Hong Kong?

Harping on this topic, what about a little publicity for Hong

Kong? The majestic Peak . . . lights twinkling in the moonlit waters . . . scenic Republic Bay . . . Fanling, the sportsman's Paradise . . . quaint native fishing craft . . . exotic street scenes . . . all the glamour and odour of the Orient . . . yearly typhoons, and an occasional drought . . . water from our own pipe line . . . refrigeration in a mode . . . positively no canteens . . . all this to go on with.

Many Attractions.  
But what of the other multifarious attractions our Island Colony, plus New Territories, has to offer. Ah! Here's a chance for the expert! Our Town Hall, to begin with—the only one of its kind in existence—and also the library, which has few equals, if any. Cannot we thrill our antiquarian visitors, too, with a vivid description of bargain-hunting in Cat Street? Must our guests be denied the experience of just one ride on the Yaumati Ferry? Must they leave us without knowing of the architectural joys of Smithfield? Must it be said that they have never heard the dogs bark in beautiful Garden City? A thousand times no! We offer these suggestions free to the promoter—if any—of the Hong Kong Boosters Club. Not at all!

## Peeps into the Future.

The subject opens up wonderful possibilities. There is no earthly reason, except expense—and what is that, after all?—why incoming visitors should not be greeted at Lyemun Pass or Cap Sul Mun with a tastefully designed electric sign with its heartfelt message "YOU ARE NOW ENTERING HONG KONG. THANK YOU!" This of course, on the left-hand side coming in. And on the other side, an equally sincere message, "YOU ARE NOW LEAVING HONG KONG. THANK YOU." (On second thoughts, possibly "Good-bye" would be more tasteful on this signboard). But at any rate there is the idea. Anyone can do what they like with it. All we aim at is boosting Hong Kong—the Isle of Fragrant Streams!

## "Know Your Home!"

There is no doubt that a good deal can be said for a "Know Hong Kong" campaign. Policemen and reporters, and other money people, may possibly know where streets and buildings are, but it is fairly certain that there are quite a lot of people in the Colony who know their office and their residence. Note, one does not say they do not know where they are, but what the places are called. This casual way

## TAIPO DAY.

(Contributed.)

Today is Taipo Day, a day of two-fold purpose. Not only do we rejoice in the greatness of our village, but we also remind ourselves of the responsibilities which that very greatness and humanisation of the New Territories bring in their train (not one of the K.C.R.'s). To us is committed, not greatness only, but a great trust also. We look with affection and admiration, no less than with respectful homage, to the Anopheles Maternity Home, the Garbage Heap, and the twelve Apostles sticking up in the middle of the main road at Taipo Market. In the Police Courts our funny old Burgomaster has shown that he is at one with the people and has "anted" \$15 into the Colony's jackpot. We are very pleased, indeed, that the District Officer North did not sit in judgment with the Kowloon Magistrate on the Burgomaster, thus perhaps giving the latter the notion he was about to be picked for two years in the "Brig."

Becko and Bill have shown themselves to be keen riders to hounds. Of the notable part which Bill has played in cementing the bonds of the New Territories to Hong Kong during his racing career, it is superfluous to write. Truly, he is the greatest Ambassador the New Territories has ever known.

Through all ranks of society sportsmanship in the New Territories has played its small part in building up one of the most notable civilisations that the world has ever seen with exception of course of the blind corners on the Taipo main road, the 40 uncultivated paddies at Taipo, the deplorable condition of the road leading from the main road to Fanling Station and the condition of the round houses at all Railway Stations.

Add to this the spirit termed a cocktail shipped to guests at Becko's last Saturday which was guaranteed to lay out our explorers and pioneers and prevent them planting Taipo's flag in distant lands. As distinct from that rotten spirit—for a good cocktail has its virtues—numbers of our residents are striving earnestly to bring peace and goodwill among the mutts of the world, to make concrete that noble, old world vision of a day when men should beat their swords into tyres for garbage cart wheels and their spears into pruning hooks for cutting down scrub and undergrowth, when nation



## Simple Safe Certain

There is a simple, safe and certain way to get rid of the tired feeling and irritability caused by the worry and hustle of life in the tropics.

The vital principle of health is "Ostelin" vitamin D which will increase your resistance to fatigue, banish depression and make life really worth while.

Men and women and children of all ages gain lasting benefit from this new preparation of vitamin D upon which health so largely depends.

## OSTELIN

Vitamin D Concentrate

makes you fit and keeps you fit

SOLD IN THREE FORMS

**OSTELIN LIQUID** particularly for babies. Many times more potent than the finest cod-liver oil.

**OSTELIN TABLETS** for children and adults. An excellent general tonic in a very convenient form.

**OSTOMALT** specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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B. C. Peters & Co., 31 Seymour Road, Tientsin.

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**SHEAFFER'S**  
PENS AND PENCILS

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**THE SUN CO., LTD.**

## KOWLOON NOTES.

Cinema Galore.  
Our readers may be surprised to know that Kowloon will have, by the end of this year, twelve cinema houses. At present there are ten. These are:—Star Theatre, Majestic Theatre, Po Hing Theatre, Tai Yat Theatre, Kwong Chi Cinema, Mei Chi Cinema, Yau-mat Theatre, New Kowloon Theatre, Mong Kok Cinema, and the Chung Koi in Shamshuipo. Of that list the first two are non-Chinese controlled, while the Yau-mat Theatre, has just been put into operation. Theatres which show British films include the Star, the Majestic, the Po Hing (just recently), Tai Yat, Yau-mat, New Kowloon and the cinema in Shamshuipo.

Two new theatres, which will complete the dozen, are at present under construction. These are Sir Robert Ho Tung's cinema, which will be called Tung Lok, and which is situated at the junction of Prince Edward and Nathan Roads. It may be recalled that the roof of this theatre had to be demolished and rebuilt to the satisfaction of the P.W.D. It was found to be unsafe, as the theatre is to accommodate about 2,000 people.

The second one under construction is in Jordan Road, at the junction of Canton Road. This will be the Jordan Cinema. It will probably be open to the public in about six months' time.

With all these cinemas Kowloon has not got a "talkie" house yet! We would like to have one or two!

A Story!  
The following article is a small story which the writer of these notes strayed into in the course of the week.

Just recently, a wealthy Chinese went for a swim at a local bathing beach. He waded in slowly and cautiously till, when the water reached his neck, he discovered that his gold ring, which was valued at over \$70, had fallen from his finger into the water.

He searched but in vain, so he obtained the help of one of the bathing shed folk. Luck played a great part in this way. While the cooie waded aimlessly in the water, he suddenly felt something come in contact with his toe. He carefully extracted what was on his toe, and to his surprise found the lost ring. . . .

The owner was very pleased with the folk, and compensated him with a couple of dollars!

Street Pests.  
Kowloon is growing apace, and in the near future, the Peninsula will rival Hong Kong. The heart of the city will no doubt be in the district stretching from the Po Hing Theatre to the Mongkok Police Station. This is all very well, but when the Police going to take action to suppress the vast army of "street walkers" who prowl that district at night much to the annoyance of respectable people.

A sharp look-out should also be kept on some of the hotels in that district. They are notorious to a degree, and quite a few of them are suspected to be the haunts of smugglers and robbers. A general combing out of the district is desirable, and if respectable men and women are to be protected, the streets should be better policed.

The difficulty arises from the fact that in the South the name is unknown. At Oxford and Cambridge there are no trenchers, only mortar boards.

Sir Edwin Lutyens' Humour.  
Sir Edwin Lutyens, the designer of the Queen's Doll's House, the Cenotaph and the recently completed Palace at New Delhi, is probably the most popular of living architects. He is cheerful, curly and circular, and he has two outstanding characteristics. One is his habit of carrying a lot of pipes about with him and smoking one after another; the other is his astonishing capacity for remembering amusing anecdotes and retelling them with the maximum of effect. Sir Edwin believes in the conversational value of the pun, but his efforts in this direction are sometimes so elaborate, that one has to be very quick to catch their meaning. Once when he was asked why the word "Ave" was written three times above a church doorway, Sir Edwin answered solemnly, "Why don't you see? Three 'Aves' made a (w) holy." On another occasion when he had offended the wife of a Vicar, Sir Edwin sent a humble, though rather charming apology, "I wash your feet with my tears," he wrote, "And dry them with my hair. It is true that I have very little hair, but then you have very little feet."

**RADIO**  
TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 565 metres:—

11 a.m.—Church Service relayed from the Union Church:  
Voluntary.  
Hymn: 444.  
Prayer.  
Lord's Prayer.  
Hymn: 140.  
Lesson.  
Hymn: 729.  
Offering.  
Solo—"O Rest in the Lord."  
Prayer.  
Hymn: 448.  
Sermon.  
Hymn: 601.  
Benediction.  
Amen—Three-Fold.  
Voluntary.  
Soloist—Mrs. M. Portallion.  
At the end of Service a Chinese Programme will be broadcast until 1 p.m.

9 p.m.—Programme of H.M.V. and Victor Records by courtesy of Messrs. Moutrie and Co.:  
"In Springtime", Overture, Chicago Symphony Orch.  
9.08 p.m.—  
"Pavane",  
"Down the Vale",  
Estate Auckland, Contralto.  
9.17 p.m.—  
"Patience", Selection,  
H.M. Coldstream Guards.  
9.25 p.m.—  
"The Bandolero",  
"Bedouin Love Song",  
Peter Dawson.  
9.34 p.m.—  
"Count of Luxembourg",  
International Concert Orch.  
(Continued on next Column.)

The Nottingham Fight.  
Captain Reginald Berkeley is admired for his pluck in entering the fray at Central Nottingham by standing as a Liberal candidate. It is a forlorn hope, but Captain Berkeley is the very man to fight such a fight with the utmost vigour to the very end. Like his Conservative opponent, Mr. T. J. O'Connor, Captain Berkeley is a barrister, but, unlike Mr. O'Connor, he does not practise, devoting himself mainly to the making of plays.

His first big success was "French Leave," which he wrote after the war, in which he served with distinction, and his latest "The Man I Killed," seen recently in Glasgow. Probably his most important dramatic achievement was "The Lady with the Lamp," the historical play founded on the life of Florence Nightingale.

Captain Berkeley fought Aberdeen North at the General Election, and is the adopted Liberal candidate for Eastern Aberdeen and Kincardine, where the sitting member is Captain Boothby, with a majority of over three thousand.

"Ally Sloper."  
The death of the aged Mr. Gilbert Dalziel, who long years ago founded "Ally Sloper's Half-Holiday," which he edited with conspicuous success, has revived many memories among club men who are no longer in the first flush of youth. They remember in particular the front page cartoon, which usually depicted the "old un," his family and associates, not all of whom could be classed as Al in a Lloyd's list of respectability. These cartoons, it is recalled, were originally the work of Mr. Baxter, who died young, and was succeeded by Mr. W. E. Thomas. Both were extraordinarily talented draughtsmen.

A few years ago "Sloper" was revived with much of its early glory, and the first copy of the new issue included a letter from Mr. Maurice Greiffenhagen, R.A., who wrote pleasantly of the days when he was among the paper's regular art contributors.

"Macnab and the Elders."  
Especially well remembered are Sloper's the "Macnab and the Elders" series of pictures supposed to represent the everyday life in Scotland. These appeared and had their vogue long before the Kailyard had been discovered—or invented—and tens of thousands of Englishmen regarded them as portraying something approximating the truth. The whiskered Caledonians of these drawings always sported the

choicest of short kilts, blew bagpipes by day and by night, and appeared to subsist wholly on parritch and whisky. They dwelt in a land of bottles, mountains, "Auld Lang Syne," and perpetual snow.

Royalty Only.  
It is remarked that London University does not grant honorary degrees, otherwise Dr. Murray Butler, President of Columbia University, and a great advocate of international understanding, would certainly have received one, instead of being merely a sightseer at the University's capping ceremony at the Albert Hall. The statement in regard to London University and honorary degrees is not entirely correct. It confers these degrees, but only on Royalty.

Like the University's other degrees, the London LL.D. is obtained by examination. There are no honorary London LL.D.'s outside the Royal Family.

Theatre Wail.  
Another cry about poor business goes up from the theatres, but nobody will take much notice, the wail being one that is regularly forthcoming with more or less fearful accompaniments. The latest doleful statements are due to a week (a week!) of bad business, and the public are seemingly invited to sympathise.

Figures are published as to meagre takings. When business is brisk, and the "Standing Room Only" notices are put out, the managers are content to keep financial details to themselves.

Dr. Elizabeth Wheatley.  
Dr. Elizabeth Wheatley, who travelled from London to Glasgow when her father, Mr. John Wheatley, became seriously ill, is assistant medical officer to the Borough of Croydon, a post to which she was appointed only recently.

Educated at Glasgow University, Dr. Wheatley graduated M.B., Ch.B. in 1922, taking the public health diploma in the following year. For a time she was resident assistant medical officer of health at the fever hospital, Belvidere, Glasgow, and before coming to Croydon she was assistant M.O.H. at Burnley.

"Trenchers."  
The London newspapers have been puzzled by the word "trencher" which figured in the account of St. Andrews as Chancellor. Some journals give the word as "treacher," and publish pictures of "girl undergraduates in gown and trencher."

AIR EXPRESS.  
Canadian Pacific's Fine Service.  
PUBLIC NEED FILLED.

True to its policy of developing and maintaining the most up-to-date methods, the Canadian Pacific Express Company, itself part of the world's greatest transportation system has been fully alive to the use of the aeroplane both as an independent unit and also in connection with the trains and steamships of the Canadian Pacific Railway.

To-day air express is in common use throughout Eastern Canada and also in the Prairie Provinces. In the East, the service runs between Windsor, London, Hamilton, Toronto, and Ottawa, in the Province of Ontario, and thence to Montreal for Quebec and Rimouski, in the Province of Quebec, to connect with incoming and out-going liners.

In Western Canada, daily air express service is in operation between Winnipeg and Calgary, via Regina, Moose Jaw and Medicine Hat; and also between Regina and Edmonton, via Saskatoon and North Battleford.

The service is so arranged that shipments may be moved to advantage by combining air and regular rail express. Shipments so routed are handled at a flat rate from originating point to destination, being transferred to one service from the other en-route to gain time. For example, shipments leaving Montreal on Monday night and transferred to the air service at Winnipeg would reach Calgary at 5 a.m. on Thursday, gaining practically one day. The same advantage applies to express matter destined for Vancouver, the return to rail taking place at Calgary.

Shipments leaving from points where planes are in operation in Western Ontario are ready for delivery in Montreal at noon of the same day. Similarly, packages from Montreal are delivered in Western Ontario, on the same day, instead of on the following day, as would be the case if rail express were used.

The "air map" of Canada is changing from day to day, and with the advent of new aerodromes, air transportation is becoming an important factor in the life of the country.

The Canadian Pacific Express Company, with a highly organised "ground service" not only in Canada from coast to coast, but also in Europe and in the Orient, is in an excellent position to take full advantage of air services.

The sixteen European air lines are now linked with the Company, and parcels may be routed from Canada to London, and relayed thence to practically any country on the Continent by air express. Such names as Imperial Airways Limited, the Air Union, the K.L.M. Royal Dutch Air Company and the Deutsch Lufttrans Line, speak for themselves.

In addition to this the Canadian Pacific Express Company acts as passenger agent for the various air lines, and passengers can book air tickets at its London and Paris Offices, or hire air taxis for private trips in Europe. Special machines can also be hired to carry merchandise between any European points up to 2,000 lb. weight.

KING'S CORONATION.  
To-day being the anniversary of the coronation of H. M. King George V. British warships and other merchantmen will be dressed overall from 8 a.m. until sunset. A Royal salute will be fired by H.M.S. Tamar at noon on Monday. Warships will be dressed whilst the salute is being fired.

9.43 p.m.—  
"March on a Theme of Handel",  
Arthur Meale (Organ,  
Queen's Hall, London).  
9.52 p.m.—  
"Evening Hymn" (Gardiner),  
Philharmonic Orch.  
10 p.m.—  
"Pomp and Circumstances",  
London Symphony Orch.  
10.08 p.m.—  
"La Campanella",  
Levitzi (Piano).  
10.17 p.m.—  
"The Gendarme Diet" (Offenbach),  
Walker Glynn and Stuart Robertson.  
10.23 p.m.—  
"New Moon", Selection,  
New Mayfair Orch.



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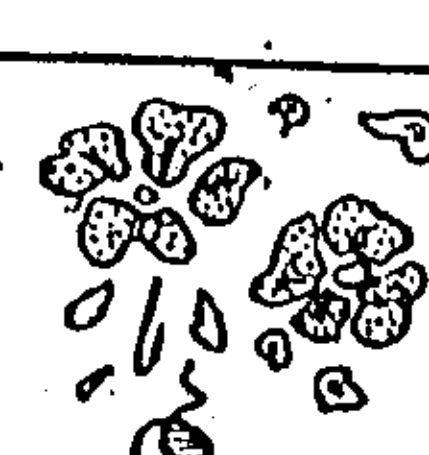
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## MOVIELAND

## The Week's Films At A Glance

## QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 &amp; 9.20

To-day to Wednesday:—"A Song of Kentucky". A Fox Musical Movietone featuring Lois Moran and Joseph Wagstaff in a wonderful romance culminating in a jazz rhapsody.

Thursday to Saturday:—Janet Gaynor and Charles Farrell in the talking feature "Lucky Star" a beautiful story of youthful lovers.

## WORLD THEATRE

At 5.15 & 9.20 ..... Orchestra  
At 2.30 & 7.15 ..... Interpreter

To-day to Tuesday:—"Clear the Decks." Reginald Denny's latest rollicking farce that will make you laugh-sick at a love-sick, sea-sick hero.

Wednesday and Thursday:—"Five and Ten Cent Annie." Louise Fazenda, Clyde Cook and William Demarest co-operating in a plot of mirth.

Friday and Saturday:—"Man, Woman and Sin." John Gilbert and Jeanne Eagles in a masterpiece of dramatic intensity.

## STAR THEATRE

Special Matinees on Saturday and

Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

To-day to Tuesday:—"William Boyd, Mary Astor and Louis Wolheim in the comedy of a couple of escaped war prisoners. "Two Arabian Knights."

Wednesday to Saturday:—"John Barrymore, the screen's greatest lover, in "The Beloved Rogue," the amazing life story of a poet of the fifteenth century.

From Friday:—"At 9.15 p.m. "The Salisbury Company."

## "A SONG OF KENTUCKY" PROMISES MANY THRILLS.

The triumph of a talented young song writer is the keynote of "A Song of Kentucky". Fox Movietone all talking and singing romantic comedy drama which is the attraction at the Queen's Theatre. He battles bitter enemies and strives to win the girl of his dreams.

Lois Moran, beautiful and much loved screen actress, and Joe Wagstaff, who rose to eminence in musical comedy in New York, portray the leading roles and supply the love interest. Dorothy Burgess, well remembered for her outstanding portrayal of "Tonia" in "In Old Arizona", is also prominently cast. Others furnishing commendable support include such well known favourites as Douglas Gilmore, Hudda Hopper, Edwards David, Herman Bing and Bert Woodruff.

The plot is replete with romantic situations, exciting action and delightful music. It concerns Jerry Renais, a song writer who falls in love with Lee Coleman a beautiful society heiress who owns a colt which she enters in the Futurity and later in the Kentucky Derby.

The girl and Jerry plight their troth, but are later estranged through the efforts of Phearn, a suitor for Lee's hand, assisted by Nancy, Jerry's former vaudeville partner. Jerry rises to prominence as the writer of a melodic symphony, and Lee attends its first public presentation. At the con-

## GAYNOR — FARRELL MOVIE-TONE.

Story of Two Delightful Lovers.

In this Janet Gaynor—Charles Farrell Movietone talker which Frank Borzage directed—the third big production by this trio, by the way—Janet, as Mary Tucker, is the eldest daughter of a "down east" widow who battles fiercely with her rocky hillside acreage, to wrest an existence for herself and her brood of youngsters. Ma Tucker is none too gentle with little Mary because Mary, eldest of the children, is inclined to consider play more than work.

Farrell, as Tim Osborn, a husky young linesman, accidentally receives word that America has gone to war. Mary, to supply the linesmen with enough milk, utilizes the "black cow," i.e., the reliable pump, and even tries to collect twice from the foreman of the crew.

Tim, last to leave because he is clearing the wires high up on a pole, sees Mary scuff away the dirt and pick up the nickel which she had insisted should have been paid to her. Indignant at her childish trickery, he "hot foots" it down from his high perch and spansks her with paternal fervour.

A year after the war ends, Mary discovers Tim in his cottage now a paralytic in a wheel chair. She abstains from her revengeful motive but attempts to cheat him—just a little bit by charging more for berries. Thereafter the pathway to romance is prepared, but not until a series of complications occur which repeatedly threaten to wreck the lives of the two youngsters.

Frank Borzage directed this Fox Movietone talker which will be shown at the Queen's from Thursday to Saturday, the third time he has guided this pair, "7th Heaven" and "Street Angel" being the other two big features for this great trio.

## HUGE SET CONSTRUCTED FOR "OUR BLUSHING BRIDES".

One of the most spectacular sets constructed for a talking picture scene has been built upon a huge outdoor stage at the Metro-Goldwyn-Mayer studio for "Our Blushing Brides" in which Joan Crawford is starred.

The big setting, requiring some 100 incandescent lights and spots for illumination, occupies the entire stage and is built upon modernistic designs created by Cedric Gibbons. Striking in architectural splendour the set represents an ultra-fashionable terrace and garden in which a style show and ballet is presented for hundreds of guests.

Centered by great marble colonnades, is a pinnacle of fluted pilars, from which a fountain plays upward into the vari-coloured rays of spot lights, the water dripping in cascades into an ornate swimming pool. The overflow from the pool filters over a modernistic waterfall and into a mirrored brook traversing the green sward and garden beds.

cert she learns of the plot that brought Jerry and herself so much unhappiness, and a dramatic climax ensues. One of the most thrilling scenes in the picture is the actual running of the 1929 Kentucky Derby at the historic Churchill Downs course. These scenes were made in May of that year by Lewis Siller, the director and the cast already named.

The book, lyrics and music, including the symphony, were written by Conrad, Mitchell and Gotler. They are also authors of the two songs, "Sitting by the Window" and "A Night of Happiness" sung by Wagstaff in the picture.

## SEE QUEEN'S HEAR

## TO-DAY TO WEDNESDAY

Thoroughbreds All!  
He Followed the "Ponies"  
and Found a Sweetheart

A musical Movietone



## COMEDY

CHARLIE CHASE

IN "STEPPING OUT."

## FOX NEWSREEL.

Review of celebrities who passed away in 1929.  
Movietone finds the real Hawaii.  
Strange new liner reaches New York.  
Sultan of Morocco rides in state.  
Experts demonstrate art of fancy skating.

## THURSDAY TO SATURDAY

The Screen's Great  
LOVERS



Two lost young lovers, she was a hillside wail, he was 'half-a-man', no legs to stand on... some of the wreckage of the World War. Hope surged in his breast. Love inspired her to womanhood.

Other Billing

## HEARST METRO-TONE NEWSREEL.

Nippon Buddhists hold fete.  
Marriage in bathing pool.  
Real witches' cauldron in Louisiana.

Gentle's wonder baby athlete.  
Boy glider dives into Long Is. Sound.  
Fistic Art East of Suez.

## THEME SONG OF "A SONG OF KENTUCKY"

"Sitting By the Window."

Ever since I told you that I belonged to you  
I've seen a change — you're acting strange  
I can't seem to hold you the way I used to do  
You broke your vow — look at me now.  
Sitting by the window — waiting for you  
Sitting by the window — that's all I do.  
No one turns my doornob — don't ring my phone  
They all know that's your job, so I'm alone  
I don't even go up the street to a show  
For fear that you'll show up the minute I go  
So I'm sitting by my window — lonesome and blue  
Sitting by the window, waiting for you.

## DENNY COMEDY AT THE WORLD.

One of the most entertaining and really funny comedies seen in many months, "Clear the Decks," starring the fascinating Reginald Denny, is being shown at the World Theatre to-day to Tuesday. It is a hurricane of laughs and will keep the audience in a constant state of mirth from the opening "shot" to the final "closeup." If the reaction of the spectators is at all accurate as an indicator, this picture should add immensely to Mr. Denny's already overwhelming popularity.

Denny portrays the part of a young millionaire, recently returned from an extensive trip to Africa, who falls in love with a strange girl whom he sees in a dining room of an exclusive hotel. He is unable to ascertain her name but learns that she is sailing that day for an ocean voyage. He is unable to secure passage on the same boat but comes across a friend of his who is booked to take the cruise for his health and does not want to go. Denny changes places with him, sails under his name and promises not to reveal the fraud. You can picture his consternation when he learns, on board ship, that he is supposed to be a mentally unsound invalid. The antics of the sparring Denny in this situation and the fact that he is mistaken for a detective by two jewel thieves, who are taking the same boat, combine to furnish one of the most hilarious comedies that have appeared here in many months.

Oliver Hasbrouck is delightful as the heroine and Lucian Littlefield is a riot as the male nurse who is the bane of Denny's existence. Colette Merton and Otis Harlan offer very realistic performances as the two crooks.

Joseph P. Henabery who has directed some of Denny's outstanding hits, handles the megaphone very capably.

The story is an adaption, done by Earle Snell and Gladys Lehman, from E. J. Rath's popular novel, "When the Devil Was Sick."

## JOHN GILBERT.

Popular Star in a Modern Role.

"MAN, WOMAN AND SIN."

John Gilbert, the popular screen star, in an ultra-modern role as a reporter on a great metropolitan newspaper, will be the attraction at the World Theatre from Friday to Saturday when his latest Metro-Goldwyn-Mayer picture "Man, Woman and Sin" will be shown. Gilbert plays the part of a reporter in the production and Jeanne Eagles, the famous stage star of "Rain" appears in the leading female role. The story is an original by Monta Bell who also directed the picture. Many notable names appear in the large supporting cast including Gladys Brockwell, Marc McDermott, Philip Anderson, Hayden Stephens, Charles French and Alleen Manning. The great Embassy Ball, Washington's largest social affair, is reproduced on a lavish scale as one of the spectacular details of the film and other elaborate details such as scenes of an entire newspaper plant in operation are included in a graphic story of adventure and romance. The audience is taken into the printing room and shown the whole business of publishing a newspaper, from gathering the news to selling copies on the streets, in a series of scenes that are graphic and technically marvellous. "Man, Woman and Sin" is said to be a thoroughly entertaining picture presenting John Gilbert in an ideal role.

## "TWO ARABIAN KNIGHTS."

To-day's Big Comedy at The Star.

Another excellent comedy on the lines of "Behind the Front" and "We're in the Navy Now" is showing at the Star Theatre to-day. This new comedy is "Two Arabian Knights," an amusing story of two soldiers, a rich private and a rough diamond sergeant, who disguise themselves as Arabs to escape from a German prison camp and find themselves in Arabia. Louis Wolheim, who played the original part of Captain Flagg in "What Price Glory?" as a stage play, takes the role of the sergeant, and William Boyd, a popular screen star plays the soldier. Mary Astor, leading lady for Douglas Fairbanks in "Don Q" and for John Barrymore in "Beau Brummel," is the daughter of an Arabian Emir, who, unwittingly draws the scapegrace couple into an amazing web of complications in the land of harems. "Two Arabian Knights" will be screened at the Star Theatre for three days.

## JOHN BARRYMORE.

Brilliant Acting in "The Beloved Rogue."

John Barrymore, often described as the screen's greatest lover, will be seen in "The Beloved Rogue" at the Star Theatre from Wednesday to Saturday next. "The Beloved Rogue" is a notable contribution to the screen for numerous reasons. The first and principal reason is the fact that it presents John Barrymore in the most colourful role it has been his good fortune to fill. Francois Villon, scapegrace rhymer of Paris in the fifteenth century, at times scaling to the utmost heights and again sliding down to taste of life's bitterest dregs, is the medium through which Barrymore attains the highlights in his screen career. "The Beloved Rogue" is replete with surprises and thrills, the greatest of them being provided by Barrymore himself. He shines with particular brilliance in that portion of the film dealing with Francois Villon's escapades as King of Fools on All Fools' Day. The closeups of Barrymore following his banishment from Paris by Louis XI for his activity as the leading spirit in a public insult to the visiting Charles of Burgundy, form a dramatic masterpiece. In clownish makeup, a surprising thing for Barrymore, his reception of the drastic sentence seems the more forceful.

## FUNNIEST TEAM ON SCREEN.

When three such distinctive laugh makers as Louise Fazenda, Clyde Cook and William Demarest are combined in one film play, the results is bound to be fun of the fast and furious order. "Five and Ten Cent Annie," is a slapstick comedy that will be showing at the World Theatre on Wednesday and Thursday. Louise Fazenda gives one of her most mirthfully human impersonations, as Annie, clerk at a five and ten cent counter, ardent admirer of Elmer Peck, street cleaner, played by Clyde Cook. The latter unexpectedly falls heir to his deceased uncle's fortune, and with the cash he also inherits his uncle's valet, Briggs, played by Demarest. Briggs feels that he himself should have been the legatee and proceeds to make life a hotfoot torment for his kind master, among other things having him Shanghai-ed, and this after Elmer has been properly married to Annie. The bride follows her husband to sea, donning for the purpose the garb of a seaman, and it is while on the rolling deep that the ludicrous complications arise which will convulse the audience.

## STAR

The SALISBURY Co.

Presents

a series of

STRAIGHT PLAYS &amp; MUSICAL COMEDIES

FRIDAY at 9.15

"THE GIRL FRIEND"

BOOKING OPEN AT MOUTRIE'S AND THE STAR



PARK YOUR  
MOTOR CAR  
IN  
JERVOIS ST.

# CENTRAL THEATRE

## Paramount's Sound Pictures

QUEEN'S RD.  
BUSES  
STOP AT  
THE THEATRE

### CLIVE BROOK IN AN ALL-TALKING DETECTIVE STORY.

The daring adventures of Sherlock Holmes will be shown on the audible screen for the first time when Paramount's all-talking production, "The Return of Sherlock Holmes," comes to the Central Theatre next week. In the title role of the wizard of Baker Street is Clive Brook, the distinguished English actor remembered for his finely drawn characterizations in "Charming Sinners" and "Four Feathers."

Catching the spirit of fiction's most famous criminologist, this latest Paramount production emerges as one of the most fascinating and unusual pictures of the season. From the opening sequence in which Holmes is introduced by Scotland Yard to come out of retirement to the final fade-out when this master detective finally solves a sensational murder and brings to an end the activities of his enemy, Moriarty, "The Return of Sherlock Holmes" proves an exciting and breath-taking adventure. Directed with brilliant effect by Basil Dean, the well known English director, this picture possesses all those authentic atmospheric touches that will delight readers of Conan Doyle's stories.

As the brilliant and erratic Sherlock Holmes, Clive Brook gives one of the finest performances of his career. It is a role particularly well-suited to the talents of this popular star who, characteristically enough, makes Holmes a living, breathing personality.

As his good friend, Dr. Watson, H. Reeves-Smith, noted actor of the legitimate stage and former leading man for Ethel Barrymore, also contributes an effective performance. As members of a good supporting cast, Betty Lawford, Harry T. Morry, Donald Crisp and Phillips Holmes are always effective and believable.

Barlett Cormack, author of "The Racket," collaborated with Basil Dean in adapting this Sherlock Holmes story to the talking screen.

### SMART MUSICAL COMEDY DRAWING HUGE AUDIENCES.

Lubitsch, Chevalier And MacDonald Score Decided Hit.

One of the smartest musical comedies yet to reach the singing screen is now playing to packed houses at the Central Theatre where Maurice Chevalier takes a bow in his new picture called for no particularly good reason the "Love Parade." If Ernest Lubitsch had never directed another picture this one would stamp him as one of the three finest directors in any of the world's studios. And off hand it is difficult to think who the two others might be. And as for Chevalier the promise of "Innocents in Paris" is amply fulfilled in this effort. The star has an appeal the ladies love. And that's what sells seats for pictures.

Briefly it concerns a dashing officer—presumably of the Guards, who is sent home from his embassy to receive the Queen's command and marries her instead. This makes him The Prince Consort which is of the same relative importance as an usher at a movie cathedral. He has a lot of uniforms and that's about all. Just how he subdues his proud beauty makes the rest of a charming picture. Chevalier has a charm all of his own, one that will appeal tonight to the girls although cut as he is he'd better modify the co-cha numerisms if he wants to get by with the boy friends.

Jeanette MacDonald possesses one of the most pleasing voices yet reproduced through a studio microphone and while it is a bit premature to prophesy regarding her screen future she creates a favourable first impression as the amorous Queen. To give a trumper a break however Lillian Roth got a great big hand from the audience for her work in the comedy lead opposite Lupino Lane. It is safe to say we'll see her more frequently in future in parts demanding greater ability than those she has heretofore portrayed. Everything considered one will tell another to witness "The Love Parade."

BY POPULAR REQUEST.  
TO-DAY AT 2.15, 5.10, 7.15 & 9.20 P.M.  
MONDAY & TUESDAY, JUNE 23 & 24.  
POSITIVELY LAST THREE DAYS.



JEANETTE MACDONALD  
LUPINO LANE LILLIAN ROTH  
A Paramount Picture

Tuneful melodies by Victor Schertzinger, composer of "Marcheta." Sparkling with humour. The roguish love affair of a beautiful Queen and a dashing King of Hearts. It's the screen's first original musical-romance. A delight to see and hear.

MAURICE  
CHEVALIER  
"The Love Parade"

AN ERNST  
LUBITSCH  
PRODUCTION

ALSO A  
PARAMOUNT

ALL TALKING  
SINGING COMEDY  
"DAISY BELL"

### "SWEETIE"

Nancy Carroll, Paramount's Romantic singing-dancing actress, is coming to the Central Theatre in the big attraction there next week—"Sweetie" in which she plays the title role.

"Sweetie" is a play-revue of youth and pep, stage and "prep"—it has been referred to by showmen as "The Good News" of the talking screen. Miss Carroll is the chorus girl performer who falls in love with a prep school boy and later falls heirless to the very school where he is a student.

With this combination of school spirit and stage-atmosphere background, Paramount has superimposed an array of lavish entertainment which will likely break the box office records at the Central Theatre.

There are songs galore, dancing girls and boys in this big extravaganza. Song numbers that all will be whistling are "Sweetie Than Sweet," "He Is So Unusual," "Alma Mammy" and "Dear Down."

Jack Oakie, graduate of the stage and vaudeville who has become a great favourite after three big roles in talking pictures, puts over a rib-breaking smart-cracker characterization—that of "TAP-TAP" Thompson, the big time hooper and song-plugger. He sings "Alma Mammy" in a burlesque graduation scene. It is a vast burlesque number, unparalleled for rollicking satire.

Helen Kane, the tiny-voiced girl with the big brown eyes, sings three big numbers written to order for her world-famous "hoopa-doopa-doop" singing style. She made a grand hit in "Nothing but

### "SWEETIE" HAS FIVE OUTSTANDING SONGS.

"SWEETIE" has five songs that will be acknowledged hits once they have had a hearing from the screen. They have singable tunes, catchy, clever verses. There are ten songs altogether but the five outstanding numbers are:

"SWEETER THAN SWEET"—The big, recurrent romance-appeal number of the picture. It is sung by Nancy Carroll, who plays "SWEETIE"; by Stanley Smith, the hero; by a campus quartet, and by a jazz orchestra at a dance. It is worked into the story in such way as to contribute definite substance and much added appeal to the show.

"ALMA MAMMY"—A clever satire on the well-known American Mammy-Song style of chest thumping. It is put over as a novelty version of the Pelham school's Alma Mater. The Alma Mater is planted in an earlier scene and then comes Jack Oakie, vaudeville hooper gone collegiate, who sings the parody "ALMA MAMMY" with its scorch 'em up, jazz tempo. The song is later used in the football game in a surprising style.

"THE PREP STEP"—This one is sung by Helen Kane, then sung and danced by a group of college boys and girls. It stands a great chance, not only because of the song itself, but because it presents a new ball-room dance. "THE PREP STEP", which itself can be (Continued on next column.)

the Truth" with Richard Dix. She is seen and heard to even greater advantage in this big New Show World smash-hit.

### NANCY CARROLL.

Born in New York City of parents who were born in Ireland. Started theatrical career at an early age in a local talent contest at a try-out-night in New York. After the winning contest she made a rapid ascent in music comedies and revues. A stage tour took her to the west coast where she resolved to get into pictures. William Fox gave her first chance as a secondary lead in "Ladies Must Dress." She was sought and hired as just the right Irish type for Anne Nichols' film "Abie's Irish Rose" and thus began her Paramount career. Among her talking picture successes are "Close Harmony" and "The Dance of Life." She is five feet, four inches tall weighs 118 pounds and has red hair and blue eyes. Her home is in Hollywood.

publicized among the younger set. "I THINK YOU'LL LIKE IT"—Another Helen Kane Solo. She sings it to Stuart Erwin, the "big, blonde and befuddled" football player. This is a typical "hoopa-doopa-doop" song, the type of charity that only the great Helen Kane herself can whine, spiel and deliver.

"HE'S SO UNUSUAL"—This is the third of the Helen Kane numbers. It is also sung about her blonde football hero, who is an leeman on the gridiron but not in a tux. (Of the five songs, "HE'S SO UNUSUAL" was written by Sherman & Lewis, and Abner Silver, Published by Shapiro-Bernstein. The other songs were written by George Marion Jr. and Richard A. Whiting, published by Famous Music Corp.)

### MARY MEN AT BEST IN FIRST SCREEN MUSICAL COMEDY.

Two Broadway Stage Favourites Support World's Funniest Men in "The Cocoanuts."

The "world's four funniest men," two of Broadway's greatest musical comedy favourites, groups of dazzling chorus girls in a swirl of scintillating dances and the tanelful Irving Berlin melodies make "The Cocoanuts" the talking screen's first musical comedy sensation, "the most surprising entertainment ever to be offered in Hong Kong."

When "The Cocoanuts" is shown at the Central Theatre, a real Broadway musical comedy will be available to everybody. On the talking screen, "The Cocoanuts" is the same show that thrilled New York on the stage for one long year at \$6.00 a seat. It is all-talking, all-singing, all-dancing, all-laughing. It is the first successful attempt to bring the methods of musical comedy to the screen at popular prices.

No trip to New York is complete without a Marx Brothers' show. Last season it was "Animal Crackers." The season before it was "The Cocoanuts." Now "The Cocoanuts" is coming here with the vice-cracking Marx Brothers cracking their famous cracks and Oscar Shaw and Mary Eaton, both famous as Ziegfeld Follies stars, singing and making love in the romantic leads.

The chorus work, especially interesting because of the unique camera from which it is shot is beautifully performed by groups of Gamby Hale and Allen K. Foster girls. A strong supporting cast includes Katherine Francis, Margaret Dumont, Cyril Ring, Basil Ruysdael and Sylvan Lee.

Irving Berlin, who wrote the music for the original show, added a special new theme song, "When my Dreams come True," for the screen presentation and two exceptionally fine orchestras accompany the singing and dancing.

Costumes that would grace a Ziegfeld revue, sets of gorgeous richness and every item provided with lavish generosity make "The Cocoanuts" the most unique and entertaining screen presentation yet perfected. It is something different, above and beyond anything that has yet been perfected for the screen.

### CLAUDETTE COLBERT.

Claudette Colbert, often referred to by admiring theatrical writers as the most beautiful leading lady on Broadway, is French by birth. Born in Paris more than twenty years ago she completed her early schooling there and then decided upon the career of an artiste. She started to study painting in the studio of a noted French artiste. During the holidays of that first year she was asked to take part in a small school theatrical production. It was a minor part but she leaped at it with the eagerness of long-suppressed interest. Not long afterward her professional career started with another minor role, that of a guest in "The Wild Westettes" in which she spoke only three lines. This was in 1924, a few years after Miss Colbert had moved to New York.

Her beauty and poise were so striking that she attracted the attention of a number of managers who bid for her services as a leading lady. Since then her rise has been rapid and she has played in a number of Broadway successes.

Her first picture was "Love O'Mike" which she made in New York between performances of "The Barker" famous Broadway stage production in which she played the role of Lou, a tough show girl, and in which Walter Huston was Nifty Miller, hard-boiled ballyhoo-man. Her next movie, and her first "all talkie" was "The Hole in The Wall," which was made while she was playing in the Broadway legitimate production "Tin Pan Alley."

Among the other stage productions in which she was starred was the recently produced Eugene O'Neill play, "Dynamo."

Miss Colbert speaks French and English with equal grace of diction. She is an ardent lover of the outdoors and immediately after work was completed on the All-Talking Film "The Lady Lies" she set out on a prolonged canoe trip into Canada with friends.

### COMMENCING WEDNESDAY

NOW You Can  
Hear  
Fiction's  
Greatest  
Detective!



"THE RETURN OF  
SHERLOCK HOLMES"

Clive Brook  
a  
Paramount Picture

"IF IT'S A PARAMOUNT  
SOUND PICTURE"

HEAR SOUND AND TALKING PICTURES  
AT THEIR BEST ON



AT THE

CENTRAL THEATRE

### COMING SOON

Nancy Carroll as a  
chorus girl who in-  
herits a boy's school.  
Just picture what that  
promised! Camp us  
ent-ups. Cuddlesome  
co-eds. Nancy singing  
and dancing.



"Sweetie"  
Nancy Carroll Helen Kane  
Jack Oakie  
A Paramount Picture

"Sweetie" solves no problems.  
Nobody weeps. Everything BIG  
and in the breezy spirit of  
The New Show World.

ALL TALKING-DANCING  
SINGING.

"IT'S THE BEST  
SHOW IN TOWN"



COMING!  
FLORENCE VIDOR  
in  
"THE MAGNIFICENT FLIRT"



DAILY AT 2.30, 5.30, 7.20, & 9.20 P.M.

COMING!  
MARY BRIAN  
in  
FORGOTTEN FACES

TO-DAY TO TUESDAY.

ADOLPH ZUKOR AND JESSE L. LASKY PRESENT  
**W.C. FIELDS  
CHESTER CONKLIN**

"Two  
Flaming  
Youths"

WITH  
MARY BRIAN  
JACK LUDEN

LADY! Make a date with the "TWO FLAMING YOUTHS!"  
They're there with the laughs!  
"Garters are the things we never wear!" Hold everything until you've seen Fields and Conklin—in their latest comedy classic—"Two Flaming Youths."

HOWDY,  
FOLKS!



COMMENCING FRIDAY, 27th JUNE.

**THOMAS  
MEIGHAN**  
IN

MEN of steel—fighting each other! Women of love—fighting for their men! With the star of "Manslaughter!" Made by the maker of "The Covered Wagon!"

"The City  
Gone Wild"



WITH  
MARQUETTA MILLNER  
LOUISE BROOKS  
A JAMES CRUZE  
PRODUCTION

WEDNESDAY & THURSDAY, 25th & 26th JUNE.

**"TWO RED ROSES"**

A dazzling, enthralling, romantic drama, depicting Love's glorious sacrifice starring three of Europe's most popular artists, Liane Haid, Harry Halm, and La Jana.



NEW COMEDY.

"Two Flaming Youths"  
at Majestic To-day.

This way to the big show, ladies and gents! Buy your tickets here. Don't delay. Come in and see Nerry Nod, the human pin cushion; Sam Stump, the man without legs; Ippy Ja, the Chinese armless wonder; Teto, the what-is-it—he don't know, we don't know, you won't know! You'll see Mazie, the two-ton wonder—she eats three pounds of steak each morning as an appetizer for breakfast. You'll see Salome, the snake charmer—and can she charm! Hey hey! You'll see Ben Bones, the human skeleton. When the wind blows, he blows with it. Hurry right in, folks, the hurricane's about to start! You'll see Jumpin' Joe Jigger—eight feet eleven in his stocking feet! You'll see Tillie—the tattooed gal! Old Ironsides is on her right arm, the Monitor on her left and—but come in and see what else she has to offer! You'll see Daredevil Dawn—he eats glass and swallows knives. Ladies and gentlemen, without a doubt the most marvellous man of the age. And, if that isn't enough, there's Malua, the hula hula girl! When she shakes you forget your troubles and want to fly to Hawaii! All right, professor, strike up the band. The show's about to start. Buy your tickets here. Fifteen cents for the kiddies and a good time for all! This way to the big tent! Hoopla!

In other words, you're missing the trend of your life if you miss Paramount's crashing new comedy

LIANE HAID.

Liane Haid, the leading lady in the First National Pathé picture, "Two Red Roses," presented by Defu (Deutsche Film Union), has gained renown on the continent and also has a large following in America.

Miss Haid was educated in Vienna, and is an accomplished sportswoman. From an early age she has played prominent parts in films and is regarded as one of Germany's finest screen stars.

Our readers will recall the excellence of her work in the big pictures "Lady Hamilton," "Lucrèce Borgia," "The Last Waltz," "Czarina Princess," and others. Her part in "Two Red Roses" is one that suits her exceedingly well and provides her with a golden opportunity to display the vivacity and histrionic talent for which she is famed.

"Two Flaming Youths" will be shown at the Majestic Theatre from to-day to Tuesday. John Waters, the director of "Ben Hur," made it from Percy Henth's screen story.

FLORAL FILM.

Delightful, Romantic  
Drama.

A timid young man finds the language of flowers a most useful one as he is able to convey his adoration for a loved one by the simple method of presenting her with flowers denoting his feelings.

In the delightful, romantic drama "Two Red Roses," the First National Pathé picture, presented by Defu, coming to the Majestic Theatre on Wednesday, a number of humorous incidents of this type are taken full advantage of. All of them occur in a florist's where the heroine of the story serves behind the counter. She is able to advise the would-be lovers. Other customers more often than not ask for two red roses, a floral decoration which has become all the rage through a song success. Strange to relate the composer of the song "Two Red Roses," which causes the demand is a particular friend of the maiden. How the girl's heart is captured elsewhere, at least for a time, and how the composer sacrifices his feelings time and again to look after her, forms a most entertaining screen story which will appeal to all cinema patrons who delight in romance.

The leading characters are played by three well-known continental stars, chief of whom is Liane Haid, who will be remembered for her excellent work in such big pictures as "Lady Hamilton," "Lucrèce Borgia," "The Last Waltz," "Czarina Princess" and others.

In support appear Harry Halm, a brilliant young actor, and La Jana, famous on stage and screen

"TWO RED ROSES."

Young Song Composer's  
Success.

The big film production, "Two Red Roses" which is coming to the Majestic Theatre on Wednesday, is based on a great continental song success. It is only natural that songs should play a large part in the film story. A young composer, played by the promising actor, Oskar Marion, receives news that his latest creation "Two Red Roses" has proved most popular. This brings a sudden rise from poverty to riches, which although pleasing, does not alter his mode of living to any great extent. The girl upon whom he showers his affection is a little florist, interpreted by the favourite screen star, Liane Haid. She and her employer also benefit through the success of the song, as a vogue is created for two red roses as a button-hole. Later the composer receives an offer to sing his own composition. In the meantime his girl friend has become engaged to the son of wealthy parents, but eventually she joins him in his act with huge success. Other characters are played by Harry Halm, the popular continental artist, La Jana, renowned on the stage and screen, and a strong cast.

For the excellence of her work. Each of the remaining members of the cast is most capable, resulting in a picture worthy to rank with any yet seen at this theatre.

"CITY GONE WILD"

Thomas Meighan's New  
Picture.

The manager of the Majestic Theatre says that the Colony will go wild about Thomas Meighan's new Paramount picture "The City Gone Wild" when it arrives at his theatre next Friday. He goes on to say that Meighan's latest is one of the new type productions which Paramount is featuring this year; pictures on the type of "The Way of All Flesh," "Metropolis," "Chang" and "Underworld." In fact, if we are to listen to the story "The City Gone Wild" bears close resemblance to the last named.

By this is meant "The City Gone Wild" is a vividly told tale of a modern city's underworld. It treats of its gangsters, their loves, lives and laughs. To be brief and to the point, the story is that of John Phelan, a criminal lawyer and Franklin Ames, a district attorney and their love for Nada Winthrop, daughter of Luther Winthrop, an eminent capitalist. In spite of their different views on life and their affection for the same girl, the two men are close friends. Nada really loves John but, when due to Ames' probe, Gunner Gallagher, a gang leader, is arrested and John agrees to take his case, she announces her engagement to Ames. The latter's investigations suddenly disclose a fact which has a fatal bearing on his life. Ames discovers that Nada's father is really the uncrowned king of the underworld. Both he and John realize that to prosecute Winthrop will mean the end of their friendship with Nada. Winthrop catches wind of what is going on—and Ames is shot that night in a theatre. Then—but see "The City Gone Wild." Thomas Meighan is said to have the best role of his career

THOMAS MEIGHAN'S BEST.

Thomas Meighan in a role slightly reminiscent of "The Miracle Man." Thomas Meighan in a modern melodrama of life in a big city. Thomas Meighan as the district attorney who proposes to end a deadly gang war only to discover that his fiancée's father is the "man behind the gun" in the underworld. Thomas Meighan in a strong he-man role. Thomas Meighan as a crusader who goes down into the haunts of gangsters in an effort to get his man—and gets him with bare fists! Thomas Meighan in the finest role of his career!

That's what we're promised in "The City Gone Wild" which arrives at the Majestic next Friday. From all reports, it shapes up as Meighan's best picture to date. James Cruze directed from an original story by Charles and Jules Furthman. Marietta Millner and Louise Brooks are featured.

As the criminal lawyer who later turns district attorney in an effort to avenge his friend, Marietta Millner, the Viennese beauty who was Tom's leading woman in "We're All Gamblers" appears as Nada. Louise Brooks has an important part as Fred Kohler's "gangster gal," Wynham Standing in Ames and Charles Hill Mailes, Winthrop. "Gunboat" Smith, Nancy Phillips, Duke Martin and King Zany are in the supporting cast.

As for the director, who doesn't know the man who made "Old Ironsides" and "The Covered Wagon"? Incidentally, James Cruze also directed Tammy's preceding picture "We're All Gamblers." Charles and Jules Furthman wrote "The City Gone Wild" as an original for Meighan.

COMEDY YOU LIKE.

First Fields-Conklin  
Hit.

"Two Flaming Youths," the initial Paramount production, co-starring W. C. Fields and Chester Conklin, each a favourite in his own right, is coming to the Majestic Theatre to-day.

In this comedy, an amusing series of romantic and business complications, in which the owner of a circus side show and a small town sheriff battle for the love of a wealthy widow, Fields and Conklin have roles well suited to their respective abilities at creating fun. Fields is the proprietor of the defunct circus, who is stranded with his menagerie of human oddities in a certain village. Conklin plays the sheriff with the big bluster and little intellect.

An excellent supporting cast has been assembled to aid Fields and Conklin with their laughing. Mary Brian is the daughter of the circus head and Jack Luden plays the son of the town miser, who falls in love with her. George Irving is in the latter role. Clary Fitz-Gerald returns to the screen as the widow. John Waters is credited with the direction of "Two Flaming Youths" and he has rounded up a human curio shop, an aggregation of skeleton men, fat women, fire eaters and glants that would do credit to many a big circus.

"Two Flaming Youths" is the first Fields-Conklin joint endeavor, and all reports indicate that they make an ideal team. They are of such contrasting types—one a slow pantomimic comedian, and the other a bellowing of speedy "hokum" farce—that they work well together.

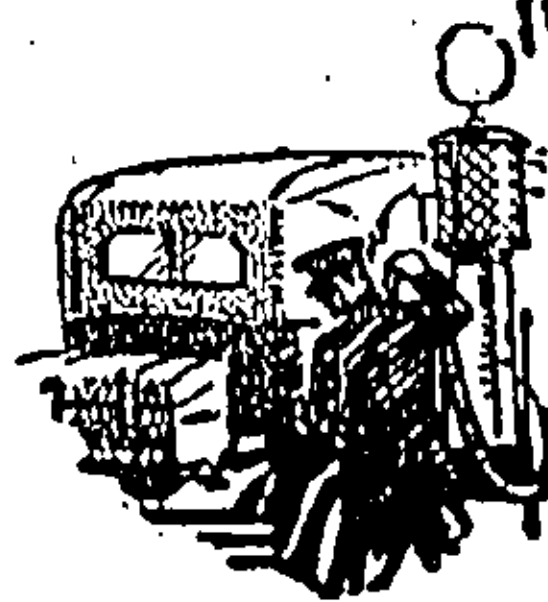




## Hongkong Sunday Herald MOTORING SECTION

HONG KONG, JUNE 22, 1930.

"... light-hearted I take to the open road, healthy, free, the world before me."



ANY number of people who read this advertisement are representatives of companies which market assortments of products of all description.

They all know the reason for giving a product a name, and they are always on the alert lest someone trade on the reputation of one of their brands; either by actually using the brand name or through intimating that their brand is practically the same.

We have spent huge sums establishing brand names—Gargyle Mobiloil, for instance—only to have unscrupulous vendors of lubricating oil intimate that their "A" or "BB" brand is the same as Gargyle Mobiloil "A" or Gargyle Mobiloil "B" or Gargyle Mobiloil "BB," even though the prices asked are much less than it actually costs us to manufacture our specialties.

May we respectfully request the motoring public to ask for our specialties by brand name. "Give me a gallon of A" means nothing, but "Give me a gallon of Gargyle Mobiloil A" means everything. A lubricating oil dealer dare not sell an inferior lubricant as Gargyle Mobiloil.

Gargyle Mobiloil is the best protection against wear, and as Gargyle Mobiloil is used by three out of every four motorcar owners, it is perfectly natural that some oil dealers endeavour to trade on its reputation.

# Vacuum Oil Company

### HOOR GLASS TENNIS.

#### How Our Grandparents Played.

Great changes have occurred in the now world wide sport of tennis during the last 50 years. Racket, court and ball have radically altered and the standard of play, of course, has become almost unrecognisably vast, compared with the gentle pat ball of the "eighties." Lawn tennis at the period was played on a court shaped like an "hour-glass"—the back lines gradually sloped inwards so that the court was narrower at the net than at the two serving lines. The lines were marked with sawdust on grass by pouring the sawdust between two slips of wood six to eight feet long nailed about one inch apart. The net at the poles was much higher than at the present day, and it dipped towards the centre where it would be about four feet four inches high. At the poles it was fastened top and bottom. Queer Rackets and Eccentric Balls. The mesh of the net was diamond shaped and on stretching the bottom at the centre was pulled up like the arch of a bridge so that the centre could not be more than eighteen inches deep. Along the top was sewn broad red tape. The poles were held upright by ropes and tent guy pegs, and had little flags at the top. The rackets in those days were long in the handle and small in the head which was all to one side—more like lacrosse sticks; and every ball seemed to be hit with a cutting stroke. Gradually the racket lost its slope

to the side and became more straight; but it was about twelve to fifteen years at least before it was actually made straight. The racket at that time which first became straight cost a guinea and had to be ordered to be made for you to your own weight.

Interesting, too, are the changes that have taken place in the manufacture of the balls. Fifty years ago the rubber ball was inflated and closed with a thimble shaped piece of rubber. This thimble hole showed from the outside sufficient to put your small finger into it. Then there was a perfectly smooth rubber, round bouncing ball (hollow, probably inflated). This was followed not long after by one having the surface roughened with very small projections in order to allow more screw to be put on the ball; as with damp grass the smooth ball slipped against the racket strings.

What Would Lenglen Have Said? The first covered balls came in after the courts had been squared up and double courts came into full play, and also after the net had been lowered at the ends, considerably straightened and rendered deep in the centre. The first covered balls were covered in lith of flannel, like the lith of an orange or sections of a cricket cap. In some cases multi-coloured. Flannel was found to wear too quickly and a mottled cloth was tried. Soon after that the mottled cloth was cut into two figure-eight shapes and fitted over. It was also fixed with rubber solution a little later on in the game. These were thought to be a tremendous improvement, as indeed they were in their day; but what would we have said could we have looked ahead and seen the modern seamless Dunlop ball filled with gas generated from

### HOME PRODUCTION.

#### Steel Company Plant Under British Control.

Arrangements have been concluded to place the plant of the Pressed Steel Company of Great Britain—the largest in the country—under British control, and to make it available to all sections of the motor-car industry.

This was announced at a meeting at the Treasury between Mr. Thomas and a committee representing the motor industry.

It is learned that the arrangements made with the company are expected to give great impetus to the rationalisation of the motor industry.

By making the plant of the company available to all sections of the industry, the British car manufacturers will be following the lead of the United States where a similar pressed steel company is responsible for most of the car bodies required by the industry.

British capital already holds a large interest in the Pressed Steel Company of Great Britain, but it is anticipated that this will be increased by the new arrangements. By standardising the manufacture it is anticipated that the costs of production will be decreased.

chemicals during manufacture? And how would that old erratic ball have influenced the game of a Lenglen or a Helen Wills?

Lawn tennis, as we now know it, came into being in the latter half of the last century and with the foundation of the Lawn Tennis Association in 1888 began the steady climb to popularity which has not yet reached its peak.

### MORE PUNCH.

#### Don't Annoy Your Engine by Capricious Driving

(By The Hon. Mrs. Victor Bruce.)

While the serious tuning of an engine for a race is a task requiring almost as much instinct as actual mechanical skill, there are many little jobs which the amateur can do for himself which will help to get just that little more from the engine which every enthusiastic motor car owner is always seeking.

"Hotting up" an engine is rather a fascinating matter, and properly carried out will give even a mass production car a touch of individuality which marks it definitely as your car.

Each of us has special likes and dislikes—some of us want economy of petrol, even at a small sacrifice of speed; others consider that the slight extra cost of a few less miles per gallon is well repaid by a few more miles per hour, while still others do not care about m.p.h. or m.p.g., provided that their acceleration is outstanding.

There is a limit beyond which you cannot tune an engine, of course; but any owner, with very little trouble, can improve some particular feature of his car's performance.

The first thing to do, before touching the engine, ignition or carburettor is to make "quite sure" that everything else is as it should be. Brakes may be binding slightly; or a dozen little defects of that kind may be giving the engine a little more to do than its predetermined task.

#### Most Tedious Task.

Gear-box and rear axle casing on the cars of the majority of motorists are generally neglected, and it is safe to say that ninety-nine out of a hundred would be improved by thorough draining of the old oil, swilling out and refilling.

Springs, shock absorbers (especially the hydraulic kind) and steering bearings can usually do with similar attention; while so small a matter as the correct and equal inflation of the tyres has quite a considerable bearing not only upon efficiency of performance, but upon general controllability of the car at speed.

Coming eventually to the engine itself, we still need not touch the magneto or carburettor, for the simple reason that it is not much use endeavouring to obtain a better setting of these things if, for instance, there are leaks in the induction system, if the valves are pitted and in need of grinding in—the most tedious of all tasks connected with the maintenance of a motor-car, or so I always think—or if the tappet adjustment is a trifle out.

If the car has already run scores of thousands of miles without overhaul, there may, of course, be various matters which can be put right only in a repair shop, but I am imagining that such points as engine main and big-end bearing adjustment or replacement, cylinder wear and so forth has already been attended to, if necessary.

#### Tracking a Gully Cylinder.

A very careful search should next be made for air leakages in the various joints of the induction system.

These are difficult to detect; their presence becomes known through irregular running of the engine, difficulty in starting from cold, and refusal to continue running slowly, rather than through slight or sound. In fact, if a leak is large enough to announce its existence by a hissing sound, one would undoubtedly have had trouble with the engine beforehand.

Having remedied any defects, I think the next thing to do is to test the compression. When the engine is at its ordinary running temperature, switch off and turn it over slowly and carefully by hand, noting the resistance of each cylinder on the compression stroke.

Whether the compression is good or bad, it should be similar for each cylinder; if it is markedly easier to turn the engine at one particular

point, the guilty cylinder is easily tracked down, and, unless the cause is serious internal wear, a little extra attention to the grinding of the valves of that cylinder should put matters right.

If compression generally, though equal for all cylinders, is rather weak, it can sometimes be improved by fitting a thinner gasket between the detachable head and the cylinder block.

One effect of decarbonisation and the fitting of a new gasket is inevitably to lower the compression, which is the reason why disappointment is often felt after decarbonising. The engine is often quite distinctly less powerful than it was before. It is always better, therefore, to remove the head very carefully to avoid damaging the gasket, so that the old one already flattened out by long use, can be used again.

#### More Interesting Work.

When at last all these matters have been put right, we come to the more interesting work of carburettor adjustment—and so far as that is concerned it is impossible to give much advice, since carburettors vary so widely in the means of adjustment provided. It is, in any case, a matter of hit-and-miss, and personal experiment with different combinations of jets and choke.

The ignition also calls for careful attention, mainly in cleaning the parts which may require it, in setting the platinum contact points, and setting the gaps of the sparking plugs.

If the ignition is by magneto, remagnetisation of the magnets may or may not be necessary, but this is not a job that can be done at home. Apart from this, I always set my ignition control to give a greater

degree of advance than the manufacturer's normal setting. This involves a little more work in driving, perhaps, but it can usually be depended upon to give the engine just a little extra "punch"—which is just what we are after!

Careful attention to all the matters I have mentioned will improve the performance of almost any car, and there is very little more to do, so far as the ordinary driver is concerned.

There is one final point worthy of mention, and that is the matter of the fan drive. The fan itself, under the best conditions, absorbs a greater degree of engine power than would be credited; but if the actual drive is inefficient, owing to a derelict belt which has to be run very tight in order to avoid slipping, the waste of energy is quite serious.

### RECKLESS WALKERS

#### Mr. Morrison on a Possible Necessity.

Mr. Morrison, Minister of Transport, spoke at the first annual meeting of the Pedestrians' Association at the Central Hall, Westminster. He said that he was anxious to secure for the pedestrian, as well as for other users of the highway, a safe and convenient road on which to travel. He said that although many accidents on the roads were caused by dangerous and reckless drivers, the Pedestrians' Association would not be wise to ignore the fact that many road accidents were caused by dangerous and reckless walkers.

So far we had not followed some

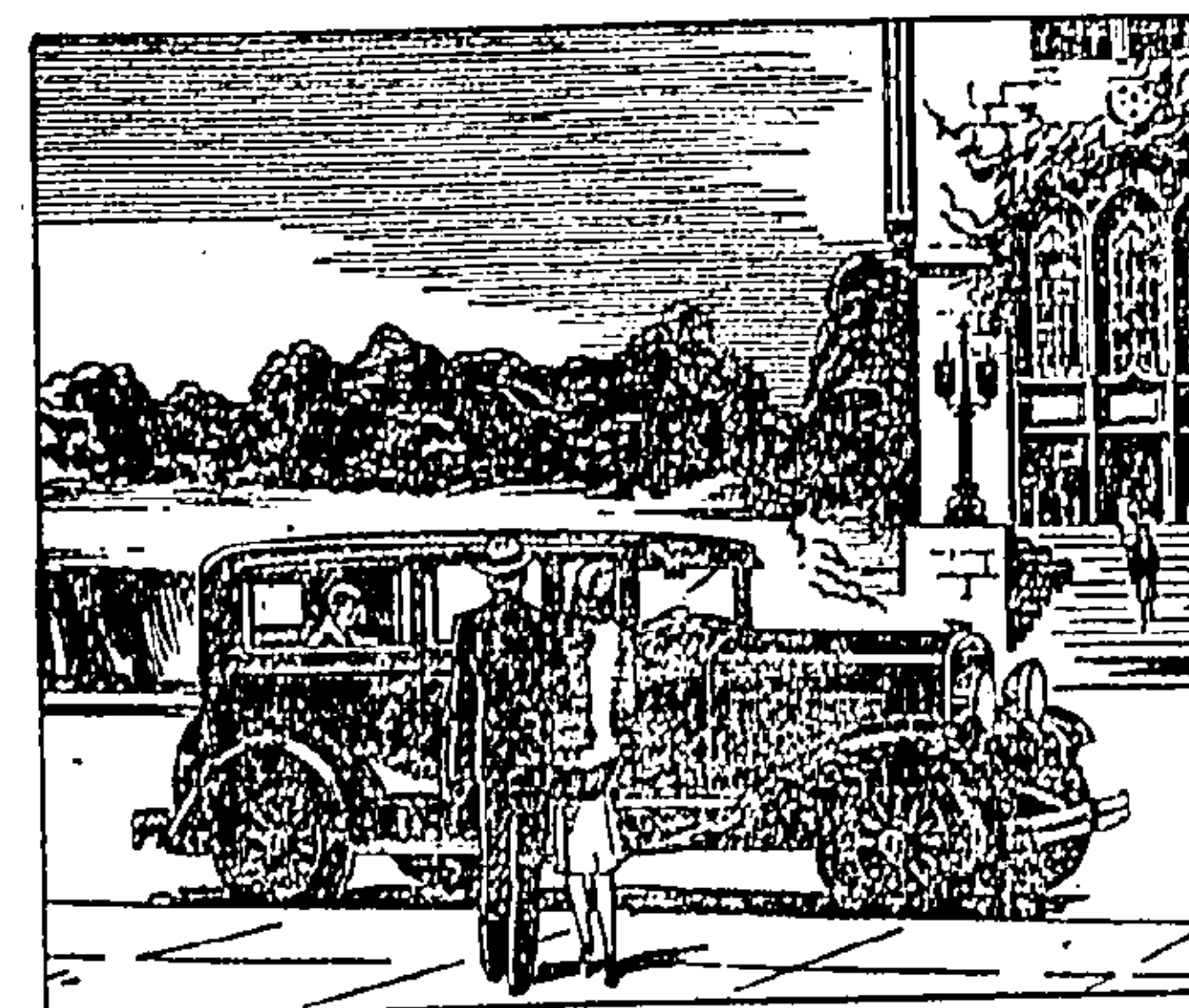
other countries in imposing penalties for dangerous and reckless walking, and he hoped that such action would not become necessary, but if fatal road accidents continued to increase it might be necessary in the public interest to impose penalties on pedestrians who walked to the common danger. The Pedestrians' Association could do much to make such action on the part of Parliament unnecessary, particularly if they worked in co-operation, not only with the Ministry of Transport, but with the motoring associations. He was exceedingly anxious for the help of all in reducing road dangers.

Lord Cecil, president of the association, who is in Geneva, sent a message to the meeting, in which he said:—"There is more need than ever for an association to watch over the interests, not only of pedestrians, but of all users of the road. The Road Traffic Bill is no doubt a step, though, as we think, a small step, in the right direction. We especially regret that no more has been done to restrain excessive speed and to improve the skill and care of motor-drivers. It is clearly our duty to do our utmost to make the Bill effective when it is passed and to strengthen in every way we can the hands of the Administration in coping with this terrible evil."

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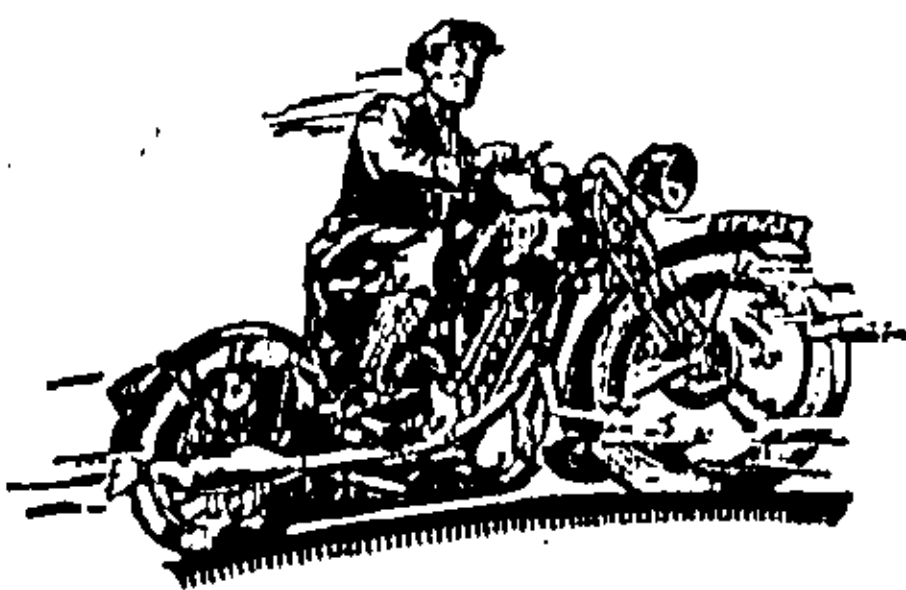
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SOLE AGENTS.

### SPEED LIMIT.

Object of Universal Derision.

(By Arnold Bennett.)

I think I must have been out of Britain when a suggestion was seriously put forward for making it illegal to build automobiles capable of travelling at a speed greater than twenty miles an hour. Anyhow, I only heard of this brilliant scheme recently.

The author of it was a man of sixty, celebrated himself, and bearing a name very celebrated in the political history of Britain. It really astonished me. Yet I thought I had long got beyond the possibility of being astonished by any vagary of a politician. Here was a man accustomed to political life, once a Minister of the Crown, a respected figure in Parliament, a man surely not unacquainted with the nature and force of public opinion, giving away the true quality of his brain by a suggestion of the most enormous fatuity, and not even suspecting its fatuity.

Would Kill Car Exports. Perhaps it was a trifle that his project, if realised, would have the result of increasing the number of motor accidents, which are avoided as often by a burst of speed as by an application of brakes. Perhaps it was a trifle that his project would kill completely the export of British motor-cars.

It was not, however, a trifle that this man, whose moral and intellectual standards have been admired even by his opponents nearly as much as by his friends, should seek to enforce a speed-

limit not by moral appeal but by mechanics. Nor was it a trifle that he should prove himself to be pathetically ignorant of the British character.

Of all civilised peoples the British are the most law-abiding. If the law shows any glimmering of reasonableness, the British people on masses will obey it, and no efforts of policing and punishment will persuade them to obey it. The twenty-mile speed-limit has long since become absurd. Not a single motorist on the road conforms to it. It is the object of universal derision. It is a farce.

Treating Us Like Children. And yet this reputable man, all other means of enforcement having failed, would enforce it by automatic contrivance! Does he imagine that he is living in the twelfth century? Since when have British citizens deserved to be treated like children? Has any Government tried to treat us like children without incurring either a Falstaffian laughter or a catastrophic?

### MULTIPLE CYLINDERS.

Trend of New U.S. Models.

Detroit, Mich., April 26.

More multiple cylinder automobiles are going to be produced this year. The new engine designs are in preparation and are looked for in the late summer or fall. Chief among them will be a new 16-cylinder power plant that one maker, outside of Detroit, has in preparation.

More front drive cars also are in prospect. One of them will come from one of the largest Detroit makers, who is understood to have enlisted the co-operation of Harry Miller, Los Angeles racing car designer. Miller pioneered the front drive on the speedways. He is known to control certain patents covering operation of the mechanism.

Another front drive will be produced in a Cleveland factory. This organization, which is among the older makers, is said to have acquired rights on the Buick front drive. This is the design of Buick Brothers of Paris.

The Buick drive involves individual mounting of the wheels. The wheels are arranged so as to function independently of one another. It is stated that such a car can be driven over a six-inch curb without shock to the passengers and without tilting the body so as to be noticeable. The wheels, it is stated, hold their rigidity notwithstanding the flexibility.

Multiple Cylinders. A demonstration model of it exhibited to engineers in January was equipped with an American-built engine. The French car of the corresponding type used a 100 horsepower Mercedes engine to which a supercharger was added. It was said to be capable of high road speeds.

Of the multiple cylinder trend, W. R. Strickland, assistant chief engineer of the Cadillac Motor Car Company, talked recently before the Detroit section, Society of Automotive Engineers. Mr. Strickland is considered one of the deans of the engineering profession. He has served as president of the Detroit section, and also of the National S.A.E.

Answering the question "Why 16 cylinders?" he explained that in the fine car field increased size and weight required increased power without overloading engines of larger bore than those now in use. "Cars in this class have increased in weight to over 5,000 pounds," Mr. Strickland said. "With custom built bodies and special equipment, 6,000 pounds are exceeded. Thus the requirements in power have been correspondingly increased."

A survey of possibilities brought into consideration rapid acceleration, high speed, smoother operation, quiet operation, ease of operation, ease of quick deceleration, character of appearance, finish of appointments and riding comfort.

Nearly all of these factors, according to Mr. Strickland, would influence engine design but weight increased and wind resistance overshadowed them. To comply with the conditions, an additional 40 per cent. in power was required without raising, stressing or necessitating introduction of new parts.

In the V-16, overhead valves had been decided on, first on account of accessibility, second on account of the desirability of placing the manifolding on the outside in two independent systems and third because of the development of the automatic hydraulic valve lifter.

One of the difficulties of the multi-cylinder idea, the engineer said, has been control of the oil. Great progress, however, has been made in the accuracy of piston rings and bores, which have been incorporated in the V-16 construction.

Easier Starting. With manifolds and carburetor on the outside next to the hood, it was anticipated that special provision would have to be taken to counteract lower temperature of the air entering the hood when starting, but the amount and position of the exhaust heat provided not only had compensated for this but had given an easier starting motor without handicap in developing more power.

Having two carburetors now is of no more concern than one, because of the degree of perfection attained in this part.

With a bank of eight cylinders on each side, symmetrical manifolding is practically a dual type, one for the centre four cylinders and one for the end four. In concluding Mr. Strickland said a compression ratio of 5.5 to 1 had proved satisfactory in the V-16, especially for an overhead valve job. He added that fuel economy at medium speeds had equalled that of the eight-cylinder cars and was only slightly less at the highest speeds.—Singapore Free Press.



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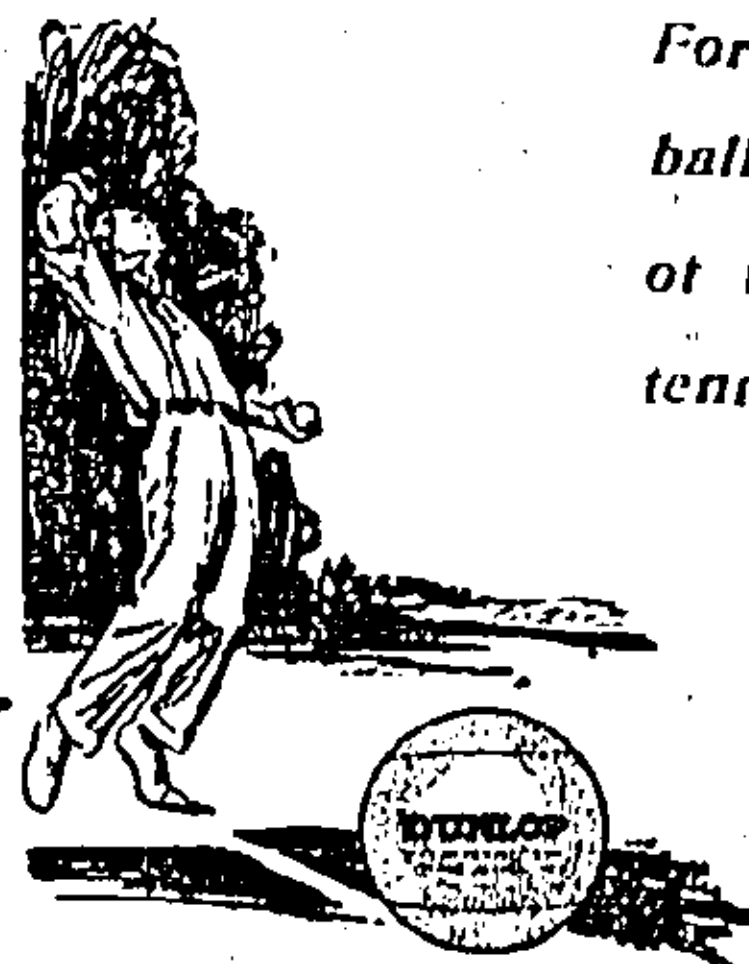
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## MOTOR NEWS

From Road & Showroom

### Whisky as Car Fuel.

It is stated that "bootleg" whisky is being used as fuel for U.S.A. Army cars.

### A Paris Rule.

As from the New Year, no car will be allowed to stand for more than half an hour in the centre of Paris.

### Automobile Club Fire.

The library of the Royal Automobile Club, Pall Mall, S.W., was the scene of a fire recently, but very little damage was done.

### Cars For Stalin.

It is understood that Stalin, the Soviet dictator, has ordered nine cars from Great Britain; they are to cost between £2,600 and £3,000 each.

### "A Pound of Motor-Car, Please!"

They "sure do" think things out on Wall Street. For instance, some statisticians on the Wall Street Journal has just been working out the price of motor-cars per lb., and comparing the result obtained with the current wholesale prices obtaining for other commodities. The man who buys a low-priced automobile of this year's make, it is pointed out, will find that the price of his car per lb. would buy "one pound of beef or pork, one and one-third pounds of cotton, one and one-quarter pounds of crude rubber of three pounds of coffee." On the other hand, we are told, "one pound of the rayon used in his wife's dresses is almost six times the price of his automobile per pound, and one pound of raw silk, at a wholesale price, more than twenty times the price of his car per pound."

### Bus Vibration.

Vibration, the object of so much worry on the part of car designers is causing an unusual type of concern in Paris. The solid tyre buses operating over the main thoroughfares of the French capital cause so much vibration in buildings that municipal officials have ordered them all to be fitted with pneumatic tyres.

### The Gear Trouble.

It is likely that before long the modern method of controlling cars by changing gears will be eliminated. Nothing is more wearying on the average driver of modest ability than the constant gear-changing, especially when in traffic. Now a big firm has evolved a method of slowing down and starting off again without touching the gear lever or the clutch. The only thing a driver needs to do to slow down or stop is to use his brakes.

### Rubber For Roads.

The serious position of the rubber industry has prompted Sir George Penny (Comm., Kingston-on-Thames) to draw the attention of Mr. Morrison, the Minister of Transport, to the matter with a view to Government action, in the form of the greater use of rubber, being taken to provide some relief. Sir George Penny has given notice that he will ask Mr. Morrison whether, in view of the low price of rubber and its known durability and sound deadening properties, he will consider the possibility of making wider use of the commodity and help employment in the distressed area by initiating schemes for road-making with this material.

### Reliability.

While a party of four officials were recently motoring from Perth to Warrnambool, W. A., in connection with the running of the Dunlop-Perdrian Co's. Warrnambool road race, the frequency of motor road accidents was under discussion and brought to light the following interesting facts. The combined motoring experience of the four motorists covered a period of 107 years of driving on Australian roads—three having been driving since 1899, and the fourth for 18 years. Although all four had taken an active part in reliability trials, record drives, etc., and had between them driven over 1,000,000 miles, not one of the four had ever been involved in a serious road accident with a second party.

### Car Design.

While motorists appreciate the fact that nothing like finality has been reached in motor design and construction, those who drive the latest model cars soon realize that there has been such gigantic progress made in the industry that every new improvement is more difficult to attain than those in earlier years, when the automobile was a mass of obvious imperfections which literally cried out for removal. The struggle for improvement grows keener, and the standard of perfection is not ever higher, but there is always a chance for a man of genius and courage to carry things a big step forward; and all the time in a great number of details there continues to be ceaseless effort to improve them. Cars are getting better and better and this progress will continue as long as the public appreciates work of this kind. The keen

motorist is the salvation of the motor industry, and is always ready to welcome a better car.

### French Politeness.

The French Journal Figaro recently set its readers a problem in the matter of cross-roads priority. "Four cars arrive at the same time by four different routes at a cross-road. Which car has priority? The best answer is typical in its gallantry — and in its impracticability. But it is a charming solution. The answer provides for three contingencies:— (1) Priority belongs to the car in which there is a lady; (2) if there is more than one member of the female sex, priority belongs to the car which contains the greatest number of women; and (3) if there is an equal number of women in each car, priority must be accorded to the one which contains the youngest!" It is not a difficult matter to visualise distinctly amusing situations which might arise.

### Motoring Across The Sea.

Way back in the eighteenth century, Kainoff, one of the prominent commanders of the Russian Army, crossed the Baltic with his army from the Finnish side to the island of Åland. A short while ago four men in an Oldsmobile attempted to duplicate this daring deed. The first attempt was frustrated by a big ice breaker having left an open trail and a fresh starting point was selected for the second effort. After negotiating snowdrifts several feet deep the car got on to firm ice, which however, had to be tested at frequent intervals. Good progress was made for a time until the wind changed, with the result that there was every pos-

sibility of the ice breaking up and the car and the crew being marooned. It was then decided to turn back to the starting point, and the mainland was eventually reached after some hours' ride, while by the morning high ice floes were adrift and open water visible.

### Sekigave's Experience.

It may be interesting to recall that the late Sir Henry Sekigave, on his return to Britain from his motor boat success in Germany, gave his views about motor driving in Berlin, which were of special interest, coming from one who held the world's automobile speed record of 231 m.p.h. In an article he dealt with the qualifications required of applicants before they are allowed to drive a car. "The test is thorough," he wrote, "and the candidate has to pass a stiff examination in traffic regulations and the rule of the road. The car is provided by the Government department concerned. One part of the test is high speed driving. An official sits by the candidate and insists on a burst of high speed, and watches to see if the driver can judge his distances when pulling up. An elementary knowledge of the mechanism is also required. The official puts the car wrong and asks the driver to put it right. The result is that every beginner starts on the road with a reasonable knowledge of how to drive, road courtesy, and traffic rules. To sum up, I really think that we have quite a lot to learn from Germany in this matter, and that it would be well worth the while of our traffic authorities to send a representative to Berlin."

### Motor Cycling in Germany.

In 1929 no fewer than 197 new clubs affiliated to the German Motor Cycle Union, with a total membership of 8,500. The union now has over 22,000 members. During the same period 170,054 new machines were registered.

### Motor Lecturer.

Henry S. Sterling, representing the National Automobile Chamber of Commerce, U.S.A., arrived at Caracas in April to begin a tour of South America lecturing on motor transportation. Motor Clubs and highway authorities in 150 cities have invited him to appear before them. He has taken with him a number of traffic and road films, some of which will have their initial showing in South America and will later be exhibited in the United States.

### Motor Passenger Liners.

Very great progress is being made in the application of oil engines to the propulsion of big passenger liners, and within the past four or five weeks, according to the Motor Ship, half a dozen vessels of this class, totalling 100,000 tons gross, have been completed. There are now on order about 30 liners, each of not less than 10,000 tons gross, all to be equipped with internal-combustion engines, and this number far exceeds the corresponding figure for steam-driven passenger ships. During 1930 over 20 large motor passenger liners, totalling nearly 400,000 tons gross, will be added to the world's fleet. In Britain, of the 15 liners of 10,000 tons gross and upwards which are now building, 11 are to be propelled by oil engines.

### Cheaper Cars.

The price of the Willys Whippet four and the Willys commerce saloon motor-cars has been reduced from £210 to £195.

### A Bad Practice.

Forcing a light car to a quick getaway at the change of a traffic light is a bad practice. When a light engine is put to this test, a severe strain is imposed on the connecting rod pins and in time will give a slight knock which resembles that of a loose valve tappet.

### Prince's Frank Car.

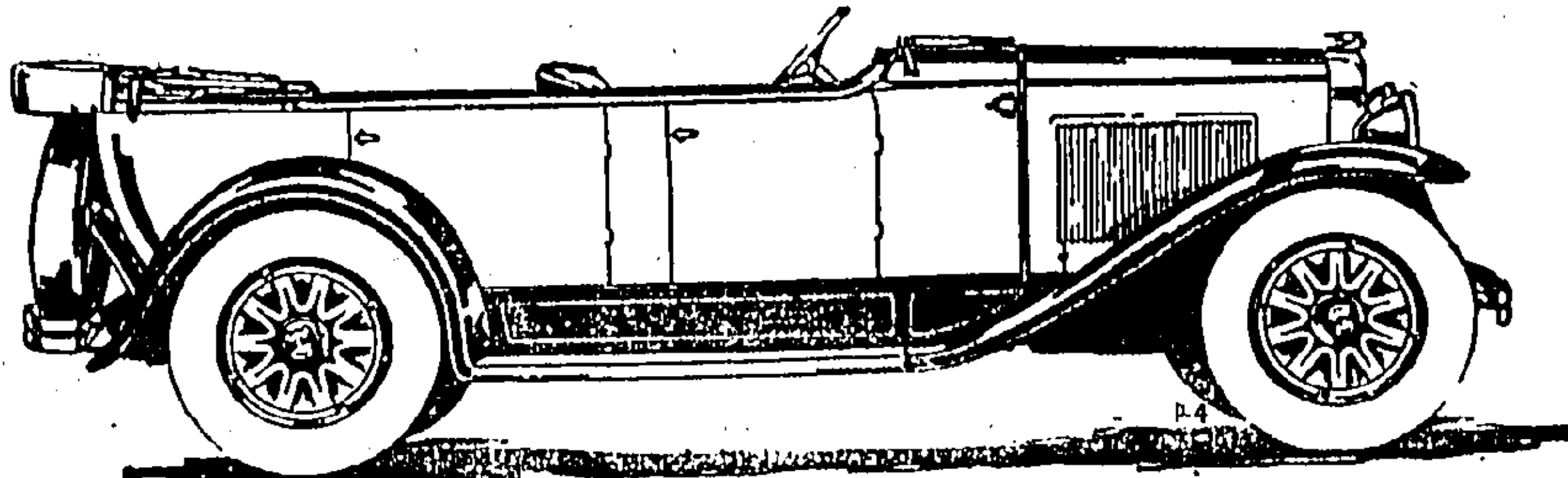
Prince Nicholas of Roumania, driving what is probably the world's most extraordinary motor-car won an important motor race at Temesvar recently. The car was specially constructed in the Roumanian State machine shop, and the main part of the chassis is taken from a Stutz car. The rest is made up as follows:— Motor, by Sunbeam; wheels, by Ford; brakes, of the Packard 1916 type; steering wheel, part by Cadillac and part by Fiat.

### Comic Brooklands Race.

Caution was the watchword at the club race meeting at Brooklands on May 24. Two motor-cars were forbidden to race because of slight defects in tyres. The speed of some of the races suggested funeral processions, but these were for novices. In a race for one make of car amusement was caused by a 1921 model driven by Mr. T. V. Craig, who had bought it six weeks previously for £17 10s. He had a thrilling duel for last place with another veteran.



COMPARE its mechanical features with those of any other low-priced six.



1. A 200-cubic-inch L-head engine.
2. The Harmonic Balancer.
3. The G-M-R cylinder head.
4. The cross-flow radiator.
5. Automatic temperature control.
6. Fully counter-weighted crankshaft.
7. Airplane type interchangeable bronze-backed main bearings.
8. A 1 1/4-inch carburettor with internal economizer and accelerating pump.
9. Gasoline pump, introduced by Oakland.
10. Patented expansion-type piston pins.
11. Full-pressure lubrication.
12. Crankcase ventilating system.
13. Internal-expanding four-wheel service brakes of the most efficient type.
14. Special moulded, brake bands. Positively no squeaking when stopping.
15. Coincidental ignition and transmission lock.
16. Individually mounted instruments, including gasoline gauge.
17. Foot-controlled headlights.
18. Small wheels with ten massive spokes.

A most convincing method of testing Pontiac's value is to compare the mechanical features of the Pontiac Big Six with those of other cars in its price field. Here are 18 of these features—each one an important factor in Pontiac's long life, dependability and big car performance. Put them side by side with the mechanical features of any car selling for less than \$1,100. The more familiar you are with automobiles and their construction, the more quickly will such a comparison cause you to recognize the exceptional value offered by the Pontiac Big Six.

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Product of  
General Motors **BIG SIX**

THE ORIENTAL MOTOR CAR CO.

353-7, Hennessy Road.

Telephone 20406.

#### NEW WILLEYS EIGHT.

##### Introduced in Medium Priced Class.

After many months of intensive experimental work in laboratories and grueling road tests over thousands of miles of mountains and level highways, the new Willys Eight, with a wheelbase of 120 inches, is presented by Willys-Overland, bringing higher standards of performance and car beauty to the field of medium priced eight cylinder cars. The new product of Willys-Overland conforms to the most advanced engineering practices which have been proved sound in principle under every motoring condition.

Powered with a straight eight engine that develops 80 horsepower and produces a speed of more than 75 miles an hour in high and 48 miles an hour in second gear, the Willys Eight engine is designed to fully meet every speed and power demand of modern motoring.

##### De Luxe Models.

The De Luxe models are all that the name implies, the six wire wheels imparting an air of smartness. This general smart effect is further enhanced by placing the two spare wire wheels in front fender wells. The standard models are equipped with wood wheels, a spare rim being mounted at the rear. The De Luxe models are also equipped with a large trunk rack at the rear.

Viewed from any angle the new Willys Eight bespeaks quality. The trim, high narrow radiator, the graceful lines of the hood, the artistic moulding of the chromium parking lights on the cowl and the wide sweep to the gracefully curved rear section of the car are a tribute to modern craftsmanship.

The power and speed performance of the car is further enhanced by the exceptional riding comfort which is assured by the generous spring length of 92 inches on each side and the use of Monroe action shock eliminators at front and rear.

Ultimate safety and positive control, even at highest speeds is assured by the highly efficient Bendix Duo-Servo internal expanding, two-shoe type brakes 12 inches in diameter, giving a total braking area of 187 square inches. The hand brake, which is located at the ex-

terior left of the driver's section, operates on all four wheels.

##### "Finger-Tip Control."

"Finger-Tip Control," a widely known feature pioneered by Willys-Overland, also is employed on the Willys Eight. This comprises a button control located in the centre of the steering wheel for starting the engine, sounding the horn and operating the lights without changing the driving position.

Mono-control permits the opening or closing of the windshield with utmost ease and safety while driving.

The Willys Eight power plant is a straight eight "L" type with a bore of 3 1/8 inches and a stroke of 4 inches, having a piston displacement of 245.4 cubic inches.

Four point suspension is employed and at each point of contact with the frame, rubber insulation is used, this resulting in smoothness, absence of rumble of minor vibrations and materially enhances the pleasure of driving.

Since a car with the great speed and power development of the Willys Eight necessarily requires the most efficient lubricating system, the full pressure system is used. The oil is carried by full pressure to crankshaft bearings, connecting rod bearings, camshaft bearings, piston pin bearings and timing chain, while other engine parts are oiled by spray.

The large, chromium plated headlamps have the Twi-lite lens. Double filament bulbs are used.

##### Other Equipment Ident.

The decorative instrument panel which contains the speedometer, oil gauge, ammeter, heat indicator and electric gasoline gauge, is indirectly lighted. Other equipment includes, in addition to the hydraulic shock eliminators and the Mono-control windshield, the automatic windshield cleaner, rear view mirror, dome light in sedan and stop and tail light on all models.

The introduction of the new Willys Eight provides the Willys-Overland Company with complete coverage in every price class, with five different lines of motor cars in as many price classifications. The Whippet Four, which features the Whippet Sedan as the lowest priced four-door sedan in the world, covers the lowest priced group. Next comes the sensational Willys Six which covers the low-priced light six field; this is followed by the Willys-Knight '87; the next price class is fully covered by the new Willys Eight while the Willys-Knight Great Six answers the highest demands of quality motoring in the five car field.

#### PETROL COMPANIES.

##### Want More Motor Vehicles.

There is probably no business in which reliable and economical transport plays a more important part than in the marketing of petrol. On low distribution costs depends the success or failure of the Company, and it is, therefore, not insignificant that many of the larger petrol Companies should have again turned to Leyland Motors Limited, for a large percentage of their new requirements.

During the past few months this well-known manufacturer of commercial vehicles has received very substantial orders from the Anglo-American Oil Company, Shell-Mex, Limited, the British Petroleum Company and several other Companies. These orders include goods vehicles from 50-cwt. to 12-ton capacities. Considerable interest was caused by the delivery of the first batch of 50-cwt. "Badgers" to the Anglo-American Oil Company. Ten of these were fitted with huge boards bearing the wording "Still more British lorries to meet the overwhelming demand for Prattis High Test" and headed by Mr. High Test, a man over 6 ft. 8 in. high, proceeded by a circuitous route from Leyland to London.

##### SPEEDWAY FOR KUALA LUMPUR.

Singapore, May 23. It has been definitely decided to open a speedway in Kuala Lumpur and an eighteen acre block of land has been acquired, work on which will commence within a month and the track will be opened in three months' time.

The sport has been taken up keenly locally and large crowds of spectators attended the Saturday meetings held on the Serangoon track. The riding of the Australian professional is thrilling, their mastery and art of cornering being superb. A crowd of fifteen thousand people attended Singapore's opening night and it is expected that Kuala Lumpur will turn out a similar crowd when the speedway at the Federal Capital is opened.

#### MOTOR CAR BODIES.

##### Grow Before Your Eyes.

There is a romance in seeing anything grow from rough materials into the finished product—"a thing of beauty."

In the body building plant of the Graham Paige Company at Wayne, Michigan, this transition takes place before the observer's eyes.

First the trim and upholstery, bales of material, automatic cutting machines, sewing machines that are big brothers of the sewing machine in our homes, and orderly activity. The magnetized tack hammer, simple though it is, always attracts attention. Imagine a man with a mouth full of tacks. Every time the tack hammer goes to his lips, it comes away with the tack held to the head of the hammer, allowing him full use of both hands.

A few minutes and the materials have taken new form, and are now upholstered seats and seat backs, travelling on a conveyor destined to meet and become part of the body, when the body is ready to receive them.

Then downstairs into the mill. Here lumber that seems to bear no relation to anything in motor body building passes from machine to machine, and under skillful hands is combined into shapes and frames that are recognised as some part of the body.

From the mill conveyors take the small parts to the master magician among machines, "the Big Jig." It is hard to tear oneself away from this almost human thing. A weird skeleton having metal bones that seem to follow no anatomical rule, clamps that seem to grow on the bones for no reason. The "Big Jig" stands with its attendant "Doctors." Into the skeleton are put the wooden parts we have admired in the mill. Each part exactly fits its "bones," the clamps hold it in place. The sides, ends and roof of the "Big Jig" mysteriously close up. Humans like ants swarm over it, pneumatic screw drivers buzz, a few hand hammers strike, a minute, and the

"Doctors" stand back from the "skeleton." The "Big Jig" disintegrates into separate sides, ends and top, and there stands the framework of the motor body on its own wheeled platform. Magic and Romance certainly.

Apparently from this air, the metal grows on the frame, and still it moves inexorably on towards its destiny—a Graham Paige body.

##### Inspectors Waiting.

Down the line the body goes. Inspectors are waiting to detect any unevenness in the metal of the bodywork. It seems unbelievable that an unevenness in the surface is easier to detect through a glove than with the bare hand, but it is true. Each inspector wears a glove on one hand, in the other a piece of chalk. An almost enervating movement of his gloved hand finds an uneven or rough place—a chalk mark, and as the body moves on, men administer a tap here with a hammer, a rub there with a file, and the chalk mark is no longer needed.

On to the acid bath. This cleans all dirt and grease from the metal. Then an oven of moderate heat, and through the brushes that take away the acid, now powder.

On again, into the spraying booths. Next time we see the body it has its first priming coat. We only see it an instant before it goes into another oven, considerably hotter, which bakes the priming coat into the metal.

Two priming coats, two lacquer coats, and the body passes into view again. This time we can watch deft hands "touching up" spots that seem to have been neglected, and those spots are not discernible to the uninitiated eye. We see steady hands put the thin lines on mouldings and window reveals, and marvel at the delicacy of touch possessed by the skilled men.

By this time the body is ready for the upholstery. Wizardry again appears, and velvet, mohair, leather seem to go into their appointed places as if of their own will, and the body is ready for the chassis.

We have been in the body plant thirty minutes, we have seen the wonderful Graham-Paige body grow under our eyes.

#### BATTERY CARE.

##### Preserving Disused Cells.

Quite frequently one hears complaints from motorists that portions of their cars have failed for no apparent reason, and manufacturers are blamed for faulty construction of their products (writes a correspondent.) If these complaints are investigated, it will generally be found that the deterioration or failure is due to some unconscious neglect on the part of the owner. I have just received a letter from the country, in which a motorist complains that, after a holiday of three months, during which his car was not used, his battery is ruined. This is not due to any fault in the construction of the battery, but is the natural result of the battery being left out of use for such a period without attention.

An ordinary battery kept out of use longer than six weeks without attention would probably be seriously injured, if not completely spoiled. It is important, therefore, that special treatment should be given to a battery if it is necessary to keep it out of action without any charging or discharging for a long period. There are two methods of treatment—the dry system and the liquid system—the first being generally considered the better. For the dry system the procedure is to give the battery a thorough charge in order to bring all the plates into good condition. Then empty out the acid, fill up again with distilled water, discharge the battery for a few hours until the voltage has fallen by 10 per cent., and then immediately empty out the water; let the cells drain as much as possible, wash away any traces of acid on the top covers, put a little vasoline on the terminal stems and all connections, and store in a place free from dust.

The liquid system is to have the plates well covered with acid, but below the lead connecting bars inside the cells. Charge up the battery thoroughly, remove the terminal heads and vents, carefully clean the tops of cells, vasoline all

#### ROAD RACING.

##### Future of Motor Sport in Britain.

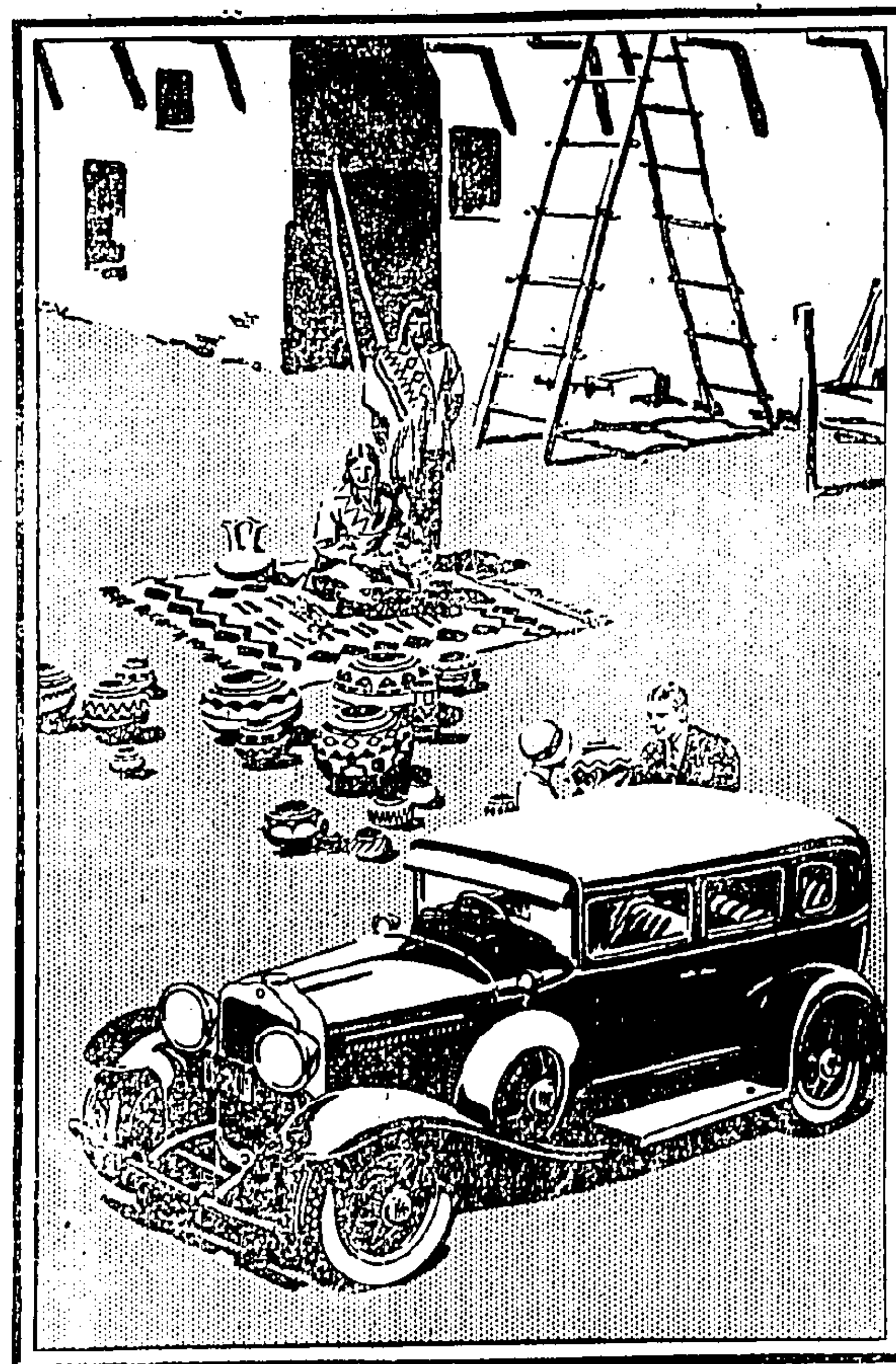
"Considerable light was shed," says The Light Car and Cylinder, "upon the feelings towards motor sport which are held by our legislators when the clause in the Road Traffic Bill dealing with the prohibition of motor racing and speed trials on the roads was discussed by the Standing Committee on the Bill. Dr. Salter proposed that what are known as reliability trials should be included specifically in the clause on account of the fact that complaints had been received from people living in towns and villages through which night runs are held. Mr. Morrison, the Minister of Transport agreed that there was a grievance in that particular connection but asked for a withdrawal of the amendment on the understanding that he would give his attention to the matter with a view to exercising some control. He gave the impression that he admitted the reasonableness of permitting such events to continue.

"In connection with road racing, however, Mr. Morrison was a great deal less sympathetic. He said that he felt that public sentiment as a whole would be against road racing and that in his opinion such events should be organised on private roads or tracks constructed for the purpose. The fact that Sir Kenyon Vaughan-Morgan's amendment to permit authorised races was rejected by 18 votes to 3 makes it clear that before we see a road race in Britain an entirely new outlook will have to be established in Westminster."

metal parts, and store in the dark with protection from dust. A periodical charge is beneficial, but not always necessary. This depends upon the condition of the battery when stored, the type of plates and the amount of loose sediment there may be in the cells.

Another plan is to send the battery to the manufacturer's service depot for attention over a specified period.—Ex.

**A**  
**SMOOTH**  
**FLOW**  
*of*  
**POWER**  
**A graceful sweep of line**



Hundreds of thousands of experienced motorists praise this superior engine because of its remarkable smoothness, its sustained high speed, its rugged endurance, and its operating economy.

In the popular low-priced Willys-Knight "70-B", this fine engine is available in a setting of modish beauty.

The "70-B" is the largest, most stylish and most powerful Knight-engined car ever offered at such a low cost.

5-PASSENGER SEDAN ..\$4,500  
5-PASSENGER COUPE ..\$4,500  
5-PASSENGER TOURER ..\$4,000  
ROADSTER ..\$4,000

(All prices and specifications subject to change without notice).

**The 1930**  
**WILLEYS-KNIGHT**  
**70"B"**

Sole Distributors for Hong Kong & S. China:

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Service Station Garage:

DURO MOTOR CO., LTD.  
132, Nathan Road, Kowloon.

**WILLEYS-OVERLAND FINE MOTOR CARS**



## A "TERRIER."

## Mishap in Fording a River.

Some weeks ago a Leyland "Terrier" ran into serious trouble near Nelson, New Zealand, and it is a tribute to the efficiency of their Overseas service organisation that this machine was on the road again nine days after the accident, in which the engine was badly damaged.

The machine in question was carrying a load of 5 tons of timber and was crossing a ford in the Rai River Flat Creek Road, Nelson, when the river was flooding fairly rapidly. The driver considered that he could get through, but apparently the bottom had been washed away in a manner that he did not anticipate, and, further, the river was rising at the rate of a foot every 20 minutes.

The induction pipe was submerged and water taken into the engine, this resulted in bent connecting rods and other serious damage. The rear wheels sank into the mud and the timber landed the machine over on her side. She stayed in that position for a couple of days until it was possible to get her out and she was then taken into their service station in Nelson.

At the request of the owners the chief mechanic was sent over from Wellington to take charge of the repairs. These necessitated a new cylinder block, new connecting rods, pistons, etc., and complete overhaul of all the electrical system.

This overhaul occupied nine days, which, considering the amount of work, and the fact that the vehicle was many miles away from the nearest workshop, was very good; at the end of this time the machine commenced its normal duties, presumably fording the same river.

## LEYLAND MOTORS.

## Recent Improvements Featured.

To those who are interested financially as the holders of shares in Leyland Motors Limited, as well as to those who are users of the vehicles produced by this well-known Lancashire Company, certain modifications which have been made recently will not be without interest, for it is contemplated that these modifications will not only again add to the Company's success, but will also benefit the users of Leyland vehicles. The modifications referred to are in connection with the Leyland passenger vehicles, and make for further standardisation.

For some years past Leyland Motors Limited has been endeavouring, with no little success, to produce a range of vehicles which bears a large measure of relationship to each other, not only in respect of smaller items, but even in regard to the main units. In consequence it is possible to produce economically a larger number of vehicles to meet all requirements, and further the user of a mixed fleet has fewer spare parts to stock.

The Leyland passenger vehicles—"Titan," "Tiger" and "Lion"—have in the past been very similar to each other, but thanks to recent modifications, further interchangeability will be brought about. Each of the new models will have the same type of deep section frame, in which it will be recalled twisting is prevented by the use of tubular cross-members, and each will have the same wheelbase (16 ft. 6 in.), "Titan" and "Tiger" having six-cylinder engines, and "Lion" a four-cylinder engine. For those who require a 27 ft. 6 in. vehicle, there will be a further "Tiger" with a 17 ft. 6 in. wheelbase.

## ROAD. MANNERS.

## Eliminate the Loiterer.

Last week-end, with its fine, warm weather was the first on which many newcomers to the pastime ventured far afield. It is no exaggeration to say that there were more cars on the road than ever before, and that congestion—apart from "bottle-necks" either natural or artificial—created a record.

There was, of course, a certain amount of dangerous driving, perpetrated more often than not by people who had not the least idea that they were doing wrong; but there was also the deliberately reckless driver who took chances by passing on corners and at or close to crossings and road junctions. He was not out in any real strength, but a single example of the species leaves a distinct impression that driving as a whole is bad, and that possibly accounts for the sense of uneasiness one so often sees on Monday mornings, suggesting that the roads during the preceding two days have been populated almost exclusively by juggernauts driven by criminal lunatics.

Two Cardinal Rules. The tale of road accidents would be reduced almost to vanishing point were all motorists to adopt two simple rules: (1) Always drive on the left of the road crown, and instantly pull right over to the left when a horn is sounded indicating the approach from behind of a faster car; and (2) never overtake on or approaching a blind curve or corner, or when a cross-road or road junction lies just ahead. It may be said that a third rule should be: "Never overtake and then cut in to avoid a vehicle approaching from in front." As a matter of fact, however, the offence of cutting in is very often encouraged by the road space-wasting tactics of many drivers, who insist upon keeping well out towards the middle of the carriageway, thereby making it impossible for anyone to overtake without going right over to the off side of a road of average width. If, therefore, rule (1) were scrupulously observed there would be no need for a third rule to cover this point.

To revert to the state of affairs last week-end: While the amount of wantonly dangerous or reckless driving was, comparatively speaking, negligible, the volume of space-wasting driving was enormous. On roads amply wide enough for three cars abreast it was impossible, for mile after mile, to overtake a vehicle, ahead, because neither its driver nor the drivers of approaching cars seemed willing to draw well over to the left, so making space for a third line of faster traffic in the centre of the road. When somewhere ahead there is a car being driven at about 15 m.p.h. occupying half the road, and the flow of approaching vehicles is practically continuous, it is hardly surprising that some of the drivers delayed by the "loiterers" in front are tempted to thrust their way past, even though it cannot be done without risk to all concerned.

A Minimum Speed Limit. In certain parts of the U.S.A. there is definitely a minimum speed limit, and one is inclined to think that something on similar lines might be imposed on our own main roads at week-ends. Certainly obvious risks might be worth taking if, as a set-off to them, one could eliminate the loiterer, who should not be allowed on a main road at all unless he is prepared to proceed at the kind of speed—say, 30 m.p.h.—normally patronised by the average private car driver.

It is indisputable that most of the motoring sins of omission or commission on the roads are due to ignorance, to inexperience, and to failure to think. They are, however, none the less dangerous for that, and everything possible must be done to check them. As we have so often contended in The Autocar, the real risks on the highways to-day are caused by those who cannot—or, at any rate, do not—use their reasoning powers, and not by those actually deficient in driving skill. That is why there are such obvious limitations to the utility of a practical test for driving licence applicants on the lines usually envisaged by the authorities. Such a test would be passed, if not with flying colours, without very much difficulty, by the real culprits.

The Really Useful Test. What is needed is an examination in road rules and courtesies—preferably an oral test. It is argued that a good many people who drive motor vehicles, are "too stupid" to pass any examination. This we very much doubt; the need to pass would prove a wonderful whipsharper. Those, on the other hand, with insufficient brain power to understand why they should do certain things and leave other things undone would be better employed otherwise than at the wheel of a motor vehicle on a busy highway—Autocar.

## ORIENT MOTORING.

## The Car as a Refining Influence!

Acute observers, philosophers for the most part of the peripatetic school, find much to sadden them in the influence of motor-cars on morality. It is not only alleged, but truly stated, that the sense of power which comes to a man seated at a steering-wheel quickly teaches him the Tamorian touch. For his hour, and until his tank is empty, he is a great lord, taking rank in the new feudal hierarchy according to the status of his car and the number of horse-power units he can bring on to the road, and despising as heartily as ever Sir John Froissart did the folk of common clay, whether they be of the ranks of the lesser earls or simple yeomen or at the very bottom of the social ladder. Because the rigours of medieval feudalism were somewhat abated by chivalry, it has been a natural hope that some new code might grow up, around the horse this time but around the car. Yet it cannot be pretended that so far those hopes have been realised. The garage proprietor has never shown any particular signs of being under some overlying influence. The fact that so many of the day's dealings are with people who are not likely to reappear, and certainly do not live round the corner, brings with it temptations of its own. Lifts on the road are seldom offered, for three generations of railroad travelling have established a national tradition of keeping clear of other people in going from place to place. In coaching days no one could talk of having the carriage to himself, and it was soon realised that whatever their other defects of noise, monotony, and danger—the new invention of railways had the decided advantage that everybody could hope to travel in complete solitude. The railway boom began, and the question "Did you have the carriage to yourself?" took its place among the deeply felt, eager, and immediately inquiries with which close relations greet one another. To such a people much of the appeal of road travel has inevitably been the contemptuous privacy that it guarantees; while the Americans, who began by applying their more sociable tradition to the road, have been severely discouraged by reports of drivers who have picked up and put in the back seat people who at a later stage in the ride have cracked their driver over the head and kept the car. Even between roughly equal motorists, where the courtesy of the road is greatest, there is a great deal of ugly competitiveness, and the best hope for the motor-car as a refining influence does not now lie in Europe or America at all, but in the East.

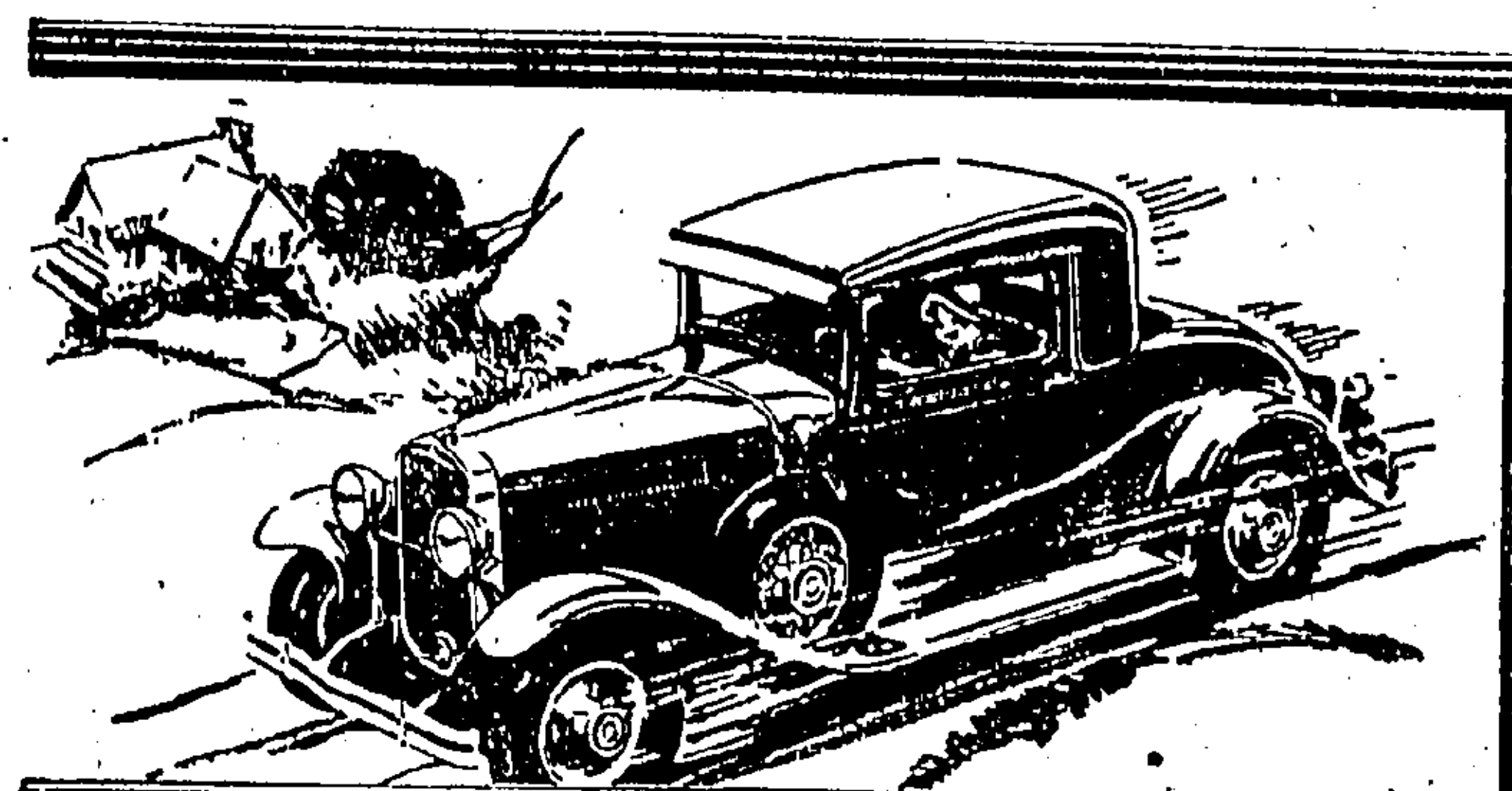
Cars are spreading among the Eastern peoples, and if only too often they find, and accentuate, manners based on bad Western models that are by no means always the case. The extreme politeness of Oriental procedure is connected with a leisurely outlook, and it is pleasant to hear that Orientals regard a car as something that increases their leisure and consequently their opportunities for politeness. For this reason collisions in China and Japan seldom end in the assumption of indignantly defensive and volubly untruthful attitudes by both parties, in the way we know so well. Collisions are occasions for speeches and bowings which, if they further delay the traffic, delay it to teach it what good manners are. At the end of the speeches he whose car is the bigger of the two takes all the blame upon himself instead of hastening to engage the clever and costlier lawyer. Pedestrians are treated with the greatest respect, and the new roads now being made in China wind at any angle, however inconvenient, in order to avoid the many cemeteries. It seems that many persons in Japan make a habit of running in front of a car from a conviction that they are being pursued by a demon, whom they rely upon the car to run over. This new use for cars, and the friendly service they can render, have done much to make them popular in quarters which might otherwise have viewed them askance. If a man has a frightful fiend treading very close on his heels, he must let the car get very close if he wants his fiend run over. There are accidents in plenty, but no disposition to blame an over-zealous driver, anxious, as Western drivers rarely are, to do a service to the humblest pedestrian.—The Times.

CAR as a Refining Influence! The car is spreading among the Eastern peoples, and if only too often they find, and accentuate, manners based on bad Western models that are by no means always the case. The extreme politeness of Oriental procedure is connected with a leisurely outlook, and it is pleasant to hear that Orientals regard a car as something that increases their leisure and consequently their opportunities for politeness. For this reason collisions in China and Japan seldom end in the assumption of indignantly defensive and volubly untruthful attitudes by both parties, in the way we know so well. Collisions are occasions for speeches and bowings which, if they further delay the traffic, delay it to teach it what good manners are. At the end of the speeches he whose car is the bigger of the two takes all the blame upon himself instead of hastening to engage the clever and costlier lawyer. Pedestrians are treated with the greatest respect, and the new roads now being made in China wind at any angle, however inconvenient, in order to avoid the many cemeteries. It seems that many persons in Japan make a habit of running in front of a car from a conviction that they are being pursued by a demon, whom they rely upon the car to run over. This new use for cars, and the friendly service they can render, have done much to make them popular in quarters which might otherwise have viewed them askance. If a man has a frightful fiend treading very close on his heels, he must let the car get very close if he wants his fiend run over. There are accidents in plenty, but no disposition to blame an over-zealous driver, anxious, as Western drivers rarely are, to do a service to the humblest pedestrian.—The Times.

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## BUYERS' GUIDE

## MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
CLYNO.—Lane, Crawford, Ltd.  
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
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FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
FORD.—Wallace Harper & Co., Ltd.  
HILLMAN.—Lane, Crawford, Ltd.  
HUMBER.—Lane, Crawford, Ltd.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
PONTIAC.—The Oriental Motor Car Co., 56, Queen's Road C. Tel. 20406.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR TRUCKS AND TRACTORS.

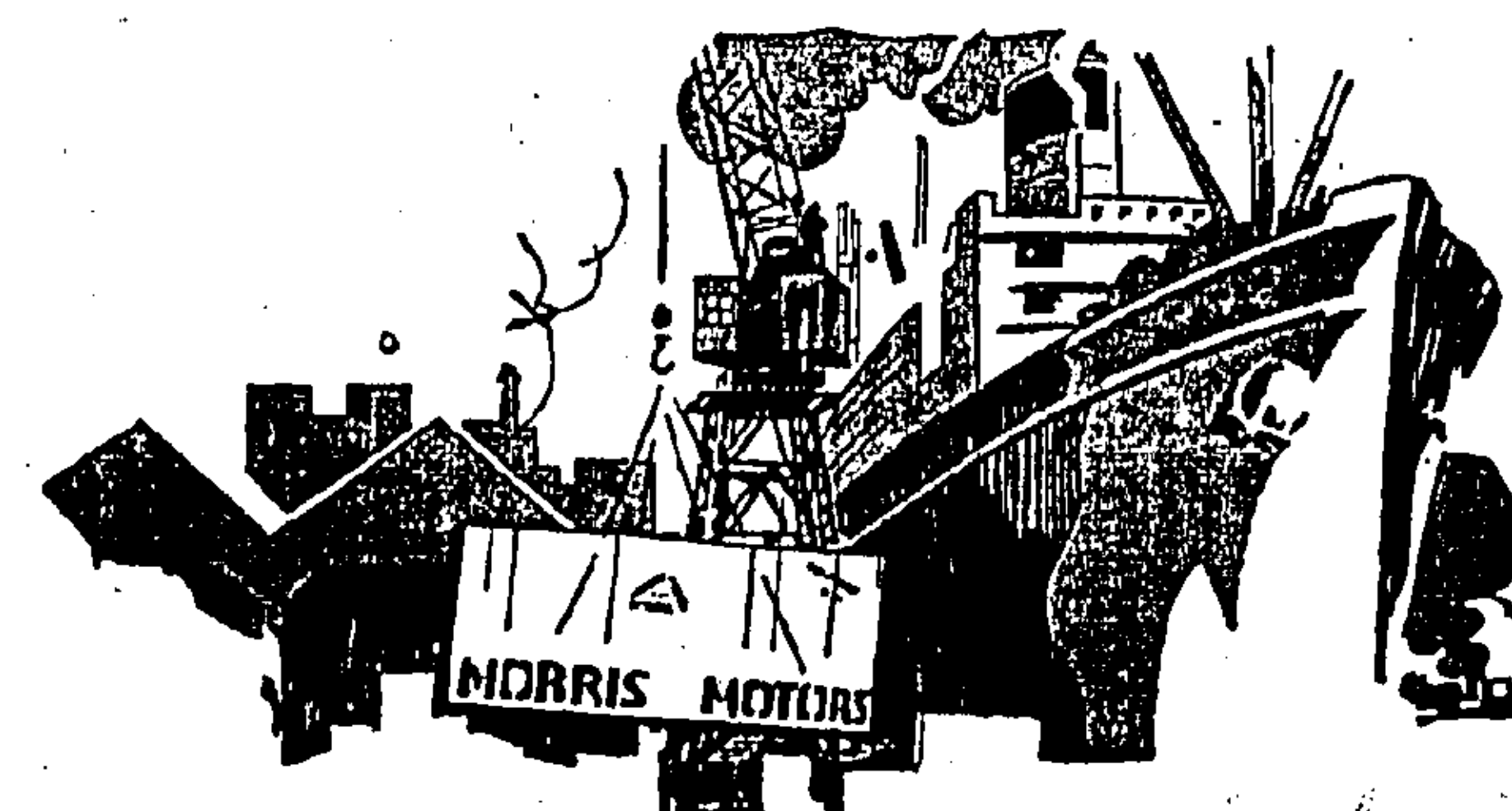
BEAN.—Lane, Crawford, Ltd.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
FORD TRUCK.—Wallace Harper & Co., Ltd.  
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES

H.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
HARLEY-DAVIDSON.—Gaseon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.  
HUMBER.—Lane, Crawford, Ltd.

## TIRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
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WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

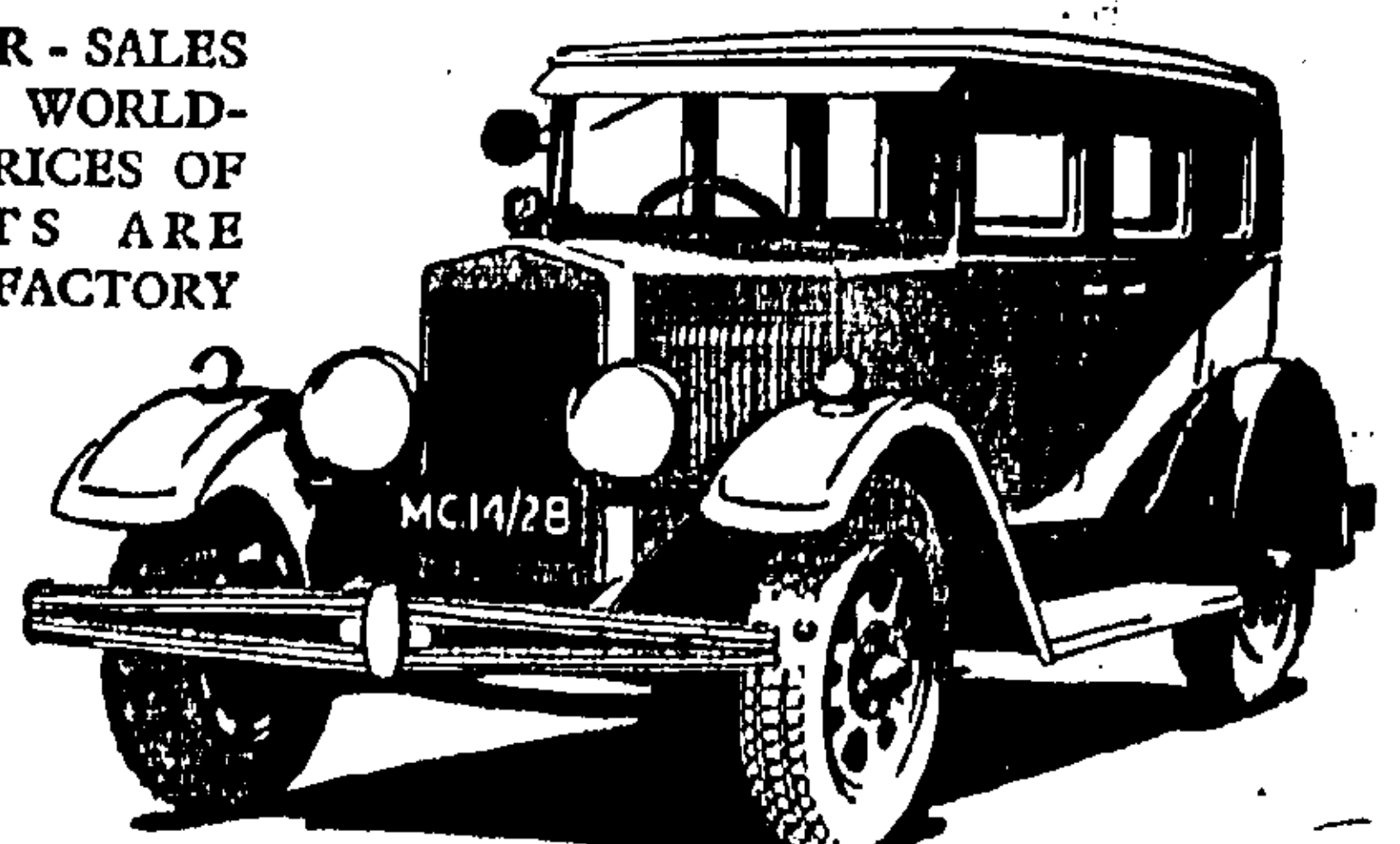


The car for every climate—MORRIS

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Sole Agent for Hong Kong & South China:  
G. ROUVIERE  
China Building ..... 2nd Floor.

NEW LAUREATE.  
Career of Mr. John Masfield.

SINGER OF THE SEA.  
Sailor, "chucker-out" in a New York bar, beachcomber, and singer of the sea, John Masfield has been appointed Post Laureate in succession to Dr. Robert Bridges.  
Known to almost every school child as the creator of "Sea Fever" and "Cargoes," Mr. Masfield has drawn prodigally upon his early experiences for his poetry. "Dauber," a narrative poem of the sea stands as one of his greatest achievements, and one of the finest sea poems in the language.  
Before the Mast.  
John Masfield was born in 1876. As a young man he grew weary of the kind of life he was leading, and went to sea as a sailor before the mast. As he had neither friends nor money, the necessity of earning a living drove him into many adventures, and for a time he was "chucker-out" in a New York drinking den.  
Eventually he went to London, settled in Bloomsbury, and made friends with J. M. Synge. Later, after six months' work on the staff of The Manchester Guardian, where his reserve was invaluable, he returned to London to tackle literary work more seriously.

Poems of Britain.  
Besides his poetry of the sea and the things of the sea, he has to his credit the two fine poems of British country life, "Reynard the Fox" and "Right Royal." He has also written a number of novels and stories of adventure, among them being "Captain Margaret," "Multitude and Solitude," "Sard Harker," and his more recent "Odina," a name which intrigued many until it was explained that the letters stood for "One Damned Thing After Another."  
His prose book "Gallipoli" is one of the most beautiful monuments to the heroism of Britain at war, and the love of Britain in the hour of danger was never more poignantly expressed than in his poem "August, 1914."

The World Shooked.  
Other aspects of British life he treated in the poem that made him famous, "The Everlasting Mercy," in which he shocked his readers by the realism of its language—the world was then less blasé—and moved them by the sincerity and nobility of his vision.

He has also to his credit a considerable body of dramatic work, including a tragedy, "Nan," a morality, "Good Friday," and a nativity, "The Coming of Christ."  
Mr. Masfield has very rigid views on when a poet laureate should write. He indicated plainly that he does not intend to grind out poetry to suit any occasion. "I do not think that any man can really write unless he is deeply stirred," he said with emphasis.

"Very Happy."  
Mr. Masfield, interviewed, was overjoyed at his appointment. "I am very happy," he said. "It is delightful to receive any honour, particularly a splendid honour of this sort."  
The seal to the appointment has apparently been put by Mr. Bernard Shaw, who declared, "The King could not have appointed a better man."

SECOND DIVORCE.  
Woman Who Remarried First Husband.

What must be a record matrimonial feat, even for Hollywood, was completed at Los Angeles by Mrs. Laura R. Gulati, who secured a divorce decree from her husband, Roy D'Arcy, the screen star, for the second time within three months.

She obtained her first divorce from D'Arcy on February 25, but remarried him in Mexico a month later.  
"I am sorry I let him take me in for a second time," she said in describing his "temperamental cruelty." She added that D'Arcy threatened to kill her, and refused to give her money.

Mr. Baldwin spoke at Middlebrough in the course of his Home and Empire Campaign, and painted a gloomy picture of the result of a year of Socialist rule.

"IN OLD MANILA."  
"Good to Be Back in the Tropics."

COLOUR AND LIFE.  
[By James King Steele.]  
It is good to be back in the tropics. It is good to be in the warmth and the sunshine, to see the coconut and the banana trees all about, to hear the monkeys chattering in the trees, to see the fir trees like clumps of flame, the brilliant hibiscus, the acacia and the dignified poinsettias growing in such luxuriance.  
It is good to walk out at sundown along the tree-bordered drive beside the sea and watch the sun slip down behind Marivales, turning purple in the evening across the bay; to feel the soft caress of the night wind that comes stealing up just as soon as the sun disappears. It is good to see the people taking life easily and leisurely, to be dressed in light thin clothes, to join the crowd that nightly takes its walk along the Luneta and the Boulevard.  
It is good to wander out in these soft hours of the short twilight and trail along the river banks, to smell the river and the sea, to try and picture the adventures of the group of old schooners that lie huddled in the stream—typical South Sea schooners with high mainmast and short foremast set well to the stem, with a chicken coop hanging over the stern; to see the heavy laden cascos and light swift bancas in the river, and the funny inter-island steamers that lie alongside like coasters the world over.

Native City.  
It is good to stroll along the old wall of the Walled City and look at its battle scarred face, to think of the brave old days when Spain set her outpost here and raised the standard of her civilization and religion, holding them against all comers. It is good to walk on the top of the walls and look down into the native city, a hive of people, more than 15,000, gathered within its narrow confines; to walk the narrow streets with the overhanging balconies and barred windows and to realise that you are not in Spain.  
It is good to hear the bells of a score or more churches pealing out, to pass them as they stand like sentinels of the past, to slip through the great bronze doors or the heavily carved wooden portals into the twilight of the great cathedral, to listen to the diapason of the organ; to see the twinkling of a thousand candles on the high altar half hidden by the clouds of incense that arise; to look into the high-arched nave with every inch of the solid marble carved like embroidery on the priests' vestments. It is good to find a church on nearly every corner, chapels and sacristies, libraries and archives filled with wonderful parchments and scrolls, paintings and magnificent vestments and vessels. It is good to be among gentle people to whom religion is a fact in daily life; to see the thousands who go in and out of the churches; to pass the scores of priests, old and young, black garbed or brown or white, as they go to and from their tasks.

It is good to stand in silent admiration before the statues that grace the plazas and squares, the brave old dons, the fighting messengers of Charles IV, Andra Magellan, Benavides, Goltz; to think of the gay Impetuous Salcedo who was the hero of his day, of the crafty Koxinga sailing out of the mist with a fleet of war vessels from Formosa, of the Moro pirates who came to loot and were amazed at the "sticks that spat fire;" of the valiant leaders who sent their followers to death in the attacks against these grim three hundred-year-old walls.

Soft Voices and Music.  
It is good to see people taking their pleasures moderately, to hear soft voices and tinkling mandolins and guitars; to hear the patter of the ponies' feet as they draw the carromatas unceasingly up and down the streets for all the world like the monotone of the gale on the streets of Japan. It is good to see people enjoying their lives quietly in the corner cafes, to see the boys coming with trays of fragrant mint juice, to hear the familiar clapping of hands and the calls of "boy," "boy," to be in the long loggia of the Manila Hotel in company with gay people, enjoying themselves in a civilized fashion.

It is good to sit in the cool of the evening in the open-air dining pavilion that fronts upon the water, to listen to the orchestra in classic concerts or intriguing jazz, to dine elegantly and luxuriously on Baguio strawberries fresh from the hills, mangroves such as are found nowhere else on earth, lapu-lapu that only a few hours ago was swimming in the sea, to hear the popping of corks, to see the wine in the glasses. It is good to be in Manila again.

C.S.O. MESSENGER.  
Why He Stole a Pair of Trousers.

After spending all night in a Police cell, the young Chinese messenger of the Colonial Secretary's Office, who was yesterday remanded by Mr. R. E. Lindsell on a charge of stealing a pair of trousers belonging to a fellow messenger, was again produced in Court this morning.  
Mr. Lindsell: Well, have you thought over your position?—I have.  
Are you going to speak the truth now?—Yes.  
Well, what is the truth? Accused explained that he and the complainant had been quite good friends and had been in the habit of borrowing clothing from one another. The other day he (accused) took the trousers whilst complainant was absent and the latter, not knowing that he had taken them, reported to the Chief Clerk who informed the Police.  
When he (accused) returned, the Police were there and they arrested him.  
Magistrate: Are you now suggesting that you did not steal the trousers?  
Accused, after some hesitation, said: "I did steal."  
The Magistrate convicted the accused of both larceny of the trousers and unlawfully pawing them, and fined him \$10 or seven days' hard labour on each count.

PEASANT REVOLT.  
Guerrilla Bands Attack Soviet Horse Farm.

Harbin, June 14.  
On June 7 Siberian peasant guerrilla bands, many of them carrying arms, attacked the Soviet State Horse-Breeding Farm at Golenki in the Maritime province and took away more than sixty horses. Mutinies at the Suchan coal mines and in the Shkotovo and Spassk districts are continuing.  
No information has been received here for several days regarding the progress of the Sino-Soviet Conference in Moscow.—Canton News Agency.

EASTERN PORTS  
Details of Epidemic Diseases

The health bulletin of Eastern ports for the week ended June 14, issued by the Director of Health, gives the following cases:  
Plague  
Alexandria: 6 cases.  
Bagdad: 4 cases, 10 deaths.  
Pnom-Penh: 1 death.  
Cholera  
Calcutta: 73 cases, 36 deaths.  
Negapatnam: 1 death.  
Bangkok: 3 cases, 3 deaths.  
Pnom-Penh: 19 cases, 4 deaths.  
Saigon: 19 cases, 10 deaths.  
Canton: 2 deaths.  
Small-pox  
Bombay: 35 cases, 23 deaths.  
Calcutta: 45 cases, 37 deaths.  
Cochin: 1 case, 1 death.  
Madras: 10 cases, 3 deaths.  
Moulmein: 9 cases, 3 deaths.  
Negapatnam: 1 case.  
Bangkok: 5 cases.  
Vizagapatnam: 1 case.  
Batavia: 1 case, 1 death.  
Cerebro-Spinal Fever.  
Shanghai: 6 deaths.

SIAMESE PRINCE.  
Lunches with King and Queen at Ascot.

London, Yesterday.  
The Siamese Prince Damrong, who is at present in England sampling many aspects of British life, saw the races at Ascot from the Royal box to-day and lunched with the King and Queen.—Reuter.

the water, to listen to the orchestra in classic concerts or intriguing jazz, to dine elegantly and luxuriously on Baguio strawberries fresh from the hills, mangroves such as are found nowhere else on earth, lapu-lapu that only a few hours ago was swimming in the sea, to hear the popping of corks, to see the wine in the glasses. It is good to be in Manila again.

IN AMY'S FOOTSTEPS.  
Hinkler's Mechanic Tries to Break Record.

Rich Young Sponsor.  
Marseilles, Yesterday.  
The airman, Jimmy Matthews, a former mechanic of Bost Hinkler, and Hook, a wealthy young man, who left Lympe Aerodrome, Kent, yesterday morning in great secrecy, have arrived here from Lyons. They are attempting to set up a record flight to Australia.—Reuter.

LETTERS & RADIO  
Addresses Which Cannot Be Traced

POST OFFICE LIST  
A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—  
Poste Restante.  
R.S. Anildale, C. H. Bond, A. Bellin, Miss L. Barbat, J. Drewry, Miss Day, P. D. Decker, A. Evans, S.S. Golden Sea, L. Figueroa, J. S. Henderson, (Int: Export Co.), Mrs. Henderson.  
Do not miss—  
"SECOND SLIP'S"  
CRICKET ARTICLES  
The China Mail  
WEDNESDAY AND SATURDAY.  
F. E. Hanson, Dr. G. Hadden, F. Kulk, J. B. Kemp, (Hodder & Stoughton), Dr. A. D. Maxwell, Madame C. North, H. L. P. Stubbs, Miss A. D. Sikes, C. K. Stott, J. A. Scott, J. R. Thompson, F. Y. Tong, M. Thistle.  
Registered Articles.  
M. Bernha, S. R. Bowdler, Gulam Mohyad, Din, e/o Gulam Mustafa, Najput, Fee Sing, Radio Co., Madame C. North, Roberts Portraits Co., Wang Ching-wei.  
Unclaimed Radio.  
9123, from Canton.  
6007, 5434, 3109, 2052, 1344, 5854, 0059, 0077 0046, 5714, 0005, 2869, 0151, 2585 from Sanchong.  
Khan Awarding, from Pres. Johnson.  
Excellence, from Bangkok.  
3947, from Canton.  
9646, from Wenchow.  
1110, from Swatow.  
Jainings, from Cholon.  
Ellen Ng Chen, 355 Hennessey Road, from Shanghai.

MOTHER PLEASED.  
Comedy of Cable from Jerusalem.

A British woman resident in Jerusalem has had an amusing experience with the Post Office.  
Not having heard from her mother in Britain for some time, she feared that illness might have been the cause. Accordingly she telegraphed as economically as possible:—"Cable health worried."  
The next morning she received a sheaf of telegrams. The first from her mother read, "Heartiest congratulations.—Mother." Others were in similar strain.  
Extremely puzzled, she caused inquiries to be made, and found that the word "worried" had reached Britain as "married."

"BETTER CANTON."  
Ambitious Programme of Reclamation.

The Canton Municipality has signed an agreement with the Netherlands Harbour Works Co. to reclaim land between the Bund and the Dutch Ferry Island. The work is divided into four parts, of which one part will be undertaken by the Dutch Company.  
Work on the first part will commence within this month, and when the land is reclaimed, it will be sold to the public, the proceeds being utilised to finance further work.  
The cost of the work as agreed with the company is \$280,000 to be completed within 11 months. Negotiations for this contract covered a period of two years.

CHINA COAST.  
Latest Changes in Personnel.

Captain J. D. Fraser, of the Kingyuan, has gone master, Kaying. Captain J. D. Whyte, of the Kaying, has gone master, Kingyuan. Captain A. H. Bathurst, from reserve, has gone master, Nanning. Captain H. Gifford, from reserve, has gone master, Whangpi. Captain A. V. Winkler, of the Whangpi, is on reserve. Captain W. Poplow, of the Ninghai, is on reserve. Captain J. T. J. Layton, of the Luchow, has gone master, Ninghai. Mr. J. Atkins, chief officer, Szechuen, has gone acting master, Luchow. Mr. W. Forrester, chief officer, Chusan, has gone chief officer, Kanchow. Mr. L. V. Rowe, chief officer, Kanchow, has gone chief officer, Luchow. Mr. J. M. Band, second officer, Shantung, is on reserve. Mr. J. W. Smith, from reserve, has gone second officer, Shantung. Mr. R. W. Forster, chief officer, Peking, has gone chief officer, Hain Peking. Mr. F. A. Galbraith, second officer, Peking, has gone second officer, Chungking. Mr. R. Bybitovsky, second officer, Chungking, has gone second officer, Peking. Mr. J. Binale, second officer, Kwangchow, has gone second officer, Tean. Mr. H. D. Taylor, second officer, Kwangchow, has gone second officer, Kwangchow. Mr. F. Kelly, from reserve, has gone second officer, Kwangchow. Mr. H. A. White has joined the service of the Indo-China S. N. Co. as junior officer. Mr. J. H. Reid has joined the service of the Indo-China S. N. Co., and has been appointed third officer, Maungang. Mr. J. H. Horn has joined the service of the Indo-China S. N. Co., and has been appointed third officer, Kwangchow. Mr. H. C. Blacquire, from reserve, has gone chief officer, Yuensang. Mr. S. Duncan, chief officer, Yuensang, has gone chief officer, Chakung. Mr. E. V. de Malmarche, from reserve, has gone third officer, Kwaiyang. Mr. J. D. Thwaites, second officer, Maungang, has gone second officer, Kumsang. Mr. G. Y. L. Hunter, second officer, Kumsang, is on reserve. Mr. D. S. Pettick, from reserve, has gone chief officer, Walsing. Mr. T. Curry, second engineer officer, Hsin Peking, has gone second engineer officer, Fengtien. Mr. D. F. Stratton, third engineer officer, Chusan, has gone third engineer officer, Wenchow. Mr. E. Ellison, third engineer officer, Tainan, has gone third engineer officer, Kanchow. Mr. H. S. McComb, third engineer officer, Kanchow, has gone second engineer officer, Newchwang. Mr. F. G. Hudson, second engineer officer, Newchwang, is on reserve. Mr. E. G. Fitzpatrick, from reserve, has gone second engineer officer, Liangchow. Mr. G. R. Wensley, second engineer officer, Liangchow, has gone second engineer officer, Hsin Peking. Mr. E. H. McKay has been appointed second engineer officer, Fukwang. —Shipping & Engineering.

POLICEMAN BLAMED  
Odd Excuse of a Chinese Banishee.

There was brought before Mr. Whyte-Smith at the Kowloon Magistrate's yesterday, a Chinese named Wong Kwal, who was charged with disobeying his deportation order from the Colony. His Worship: You were banished for five years on February 25, 1926, and you are not due back till 1931. Why are you back now?  
Defendant, in a queer reply, told the Magistrate that on the day that he was sent out of the bounds of the Colony, a Chinese policeman on the border informed him that three Chinese years and six moons would be sufficient. "If I have returned too soon, then it is the policeman who is to blame," added the banishee.  
However, sentence of six months' hard labour was meted out by the Magistrate.

CITY GANG WAR.  
Peaceful Procession Stopped.

STUDENTS ARRESTED.  
Manila, June 10.  
A free-for-all, resulting in the arrest of two students, was staged at 10 o'clock last night in front of the Centro Escolar de Senoritas at Azcaraga by two rival "gangs" of young men residing in Quiapo and San Sebastian. Those arrested and are facing charge of disorderly conduct are: Roman Francisco y Paterno, 18, student in the Jose Rizal College; and Pablo Ferrer y Mendoza, 21.  
The melee, according to eye-witnesses, started when one Antonio, leader of the Quiapo "gang," went to San Sebastian and without any provocation threatened to make trouble for the youngmen of San Sebastian if they joined the "Santa Cruz de Mayo" procession about to start from a house on Calle Progreso. The Sebastian "gang" notified a policeman and this worthy drove Antonio away. Antonio came back with his followers who were "ready to do or die" for the chief. The Antonio faction then started to jeer at the San Sebastian boys, provoking them into a fight. But the presence of several patrolmen at that section of the district, prevented an actual clash between the two groups.  
But when the procession was returning and was already on Calle Lepanto, Antonio's henchmen rushed on the San Sebastian boys in the procession. A free-for-all ensued and several persons were injured.  
When peace returned several of the girls in the procession, including the "Santa Elena," were seen crying. They stated that while the fight was in progress, several men approached them and snatched from them some of their jewels. Even the crucifix which was held by the "Elena" was taken away by the robbers. Among the victims was Miss Lacionco of Azcaraga who was playing the role of "Reina Ester" in the procession.—Philippines Herald.

PASSENGER LIST  
DEPARTURES.

Per P. & O. s.s. Ranputra for Marseilles, Gibraltar and London:—  
Engr. Capt. E. J. Allen, R.N., G. Adair, E. P. Adam, Mrs. A. S. Anderson, T. Arnott, Mrs. H. Bourne, Lieut. F. Y. Bethell, R.N., Comdr. and Mrs. F. H. D. Byron, R.N., F. E. E. Booker, Mr. and Mrs. E. Bloor, son and daughter, C. E. A. Cooke, Miss Cripps, Mrs. E. R. Cameron, child, infant and Nurse (Miss E. Webster), C. C. Clarke, Mr. and Mrs. F. J. H. Chubb and son, W. F. Cowan, A. H. Collard, W. A. N. Davies, Mrs. E. W. Day, F. Day, Stoker Petty Officer T. P. Evans, Mrs. M. Pinaudi, G. P. Forster, F. J. V. Fernie, Mr. and Mrs. J. W. Fitz Gerald and daughter, Mmc. M. Gunthier, Mr. and Mrs. J. Grady and family, W. Horner, E. C. Henley, Mrs. F. C. Hall, Lieut. Col. W. F. Hanna, M.C., R.E., Engr. Comdr. F. H. Hall, R.N., A. H. Hopkyn-Rees and son, Miss C. Jackson, W. C. V. Jones, Miss M. H. Jones and Nurse, (Miss Hope), Mrs. A. W. Johnson, Mr. Johnson, Mrs. Sultan Jalle, R. Jacobson, J. B. Kemp, Miss E. B. Kelb, Mrs. W. H. Kelly and daughter, R. Lanigan, D. Latimer, Mrs. L. Lanigan and son, Mrs. H. McKenzie and daughter, Mr. and Mrs. A. H. Mancell and son, W. F. McDermott, Miss Munnik, K. C. Murray, Mrs. W. P. Palling and two children, Mrs. A. M. Patrick, Mrs. W. A. Philpott, Mrs. Leone Pincot, Mrs. B. Smith, Miss P. Smith, Mr. and Mrs. J. W. Spreckley, Miss E. Smith, J. Sandstone, Mrs. S. O. Thorley, Mr. and Mrs. L. H. Turner, J. Tudhope, R. T. Taylor, J. H. Tarrant, Mr. and Mrs. H. H. Veerhuusen, G. R. Westwood, Dr. and Mrs. J. H. Wright and two children, Mrs. D. C. Wilson and infant.

CHOLERA IN MANILA.  
Thorough Combing of City.

HIDDEN CASES.  
Manila, June 16.  
A thorough combing of Manila with a view to unearthing cholera cases supposed to be hidden in Manila, was ordered this morning by Dr. Eugenio Hernandez, chief of the metropolitan division of the Philippine health service. A rigid house to house inspection is planned as the best means of locating these cases, it was learned.  
The heads of the different district stations in Manila were summoned to a conference this morning by Dr. Hernandez, and were instructed to carry out the plans. Those in charge of the drive assisting Dr. Hernandez are Dr. Teofilo Corpus, for Meisic; Dr. Felipe Peralta for Sampaloc, and Dr. Jose Rodriguez for Puno.  
These district health officers besides conducting a minute inspection of the houses will also investigate the death of doubtful cases to determine if any has been due to cholera. Examination of all persons who have had contact with these cases was also ordered to determine if they have caught the microbes and are now carriers.  
During last week there were found 27 cases and 12 deaths from acute gastro-enteritis and ilio-colitis, two stomach diseases which have similar appearances with cholera, and which are often mistaken for the latter but which are not of epidemic type. A more detailed inspection of these cases will be made to definitely see if they are not cholera cases. Two positive cholera carriers have also been found during last week, both of whom are under close surveillance.  
In the meantime, necessary precautionary measures are being taken to forestall any outbreak in the event positive cases which are supposed to be hidden are found after the present drive. Vaccination of all residents of Manila is now the objective, and sanitary inspectors conducting the investigation will inoculate the people, it was also learned.

It was learned from the bureau of science that a noticeable increase of demand for pure cholera and typhoid vaccine has been seen for the past few days following the cholera outbreak in the Visayas, and recently reported discovery of some cases of cholera and diarrhoea, in the city late last week. Private companies and city physicians have asked for liters of cholera vaccine from the science bureau this morning. The highest order came from the Insular Lumber Company which has asked the vaccine division about 180 bottles of pure cholera vaccine. The same private concern asked the bureau of science the approximate number of bottles that can be used for more than 3,500 people.  
At 1.00 o'clock this afternoon the bureau of science began its vaccination of each of the 400 employees.—Philippines Herald.

Mrs. Sharp wished to show kindness to Captain Blunt, so sent him this invitation: "Mrs. Sharp requests the pleasure of Captain Blunt's company at a reception on Friday evening."  
A prompt reply came: "With the exception of three men, who are ill, Captain Blunt's company accepts your kind invitation and will come with pleasure to your reception Friday evening."

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